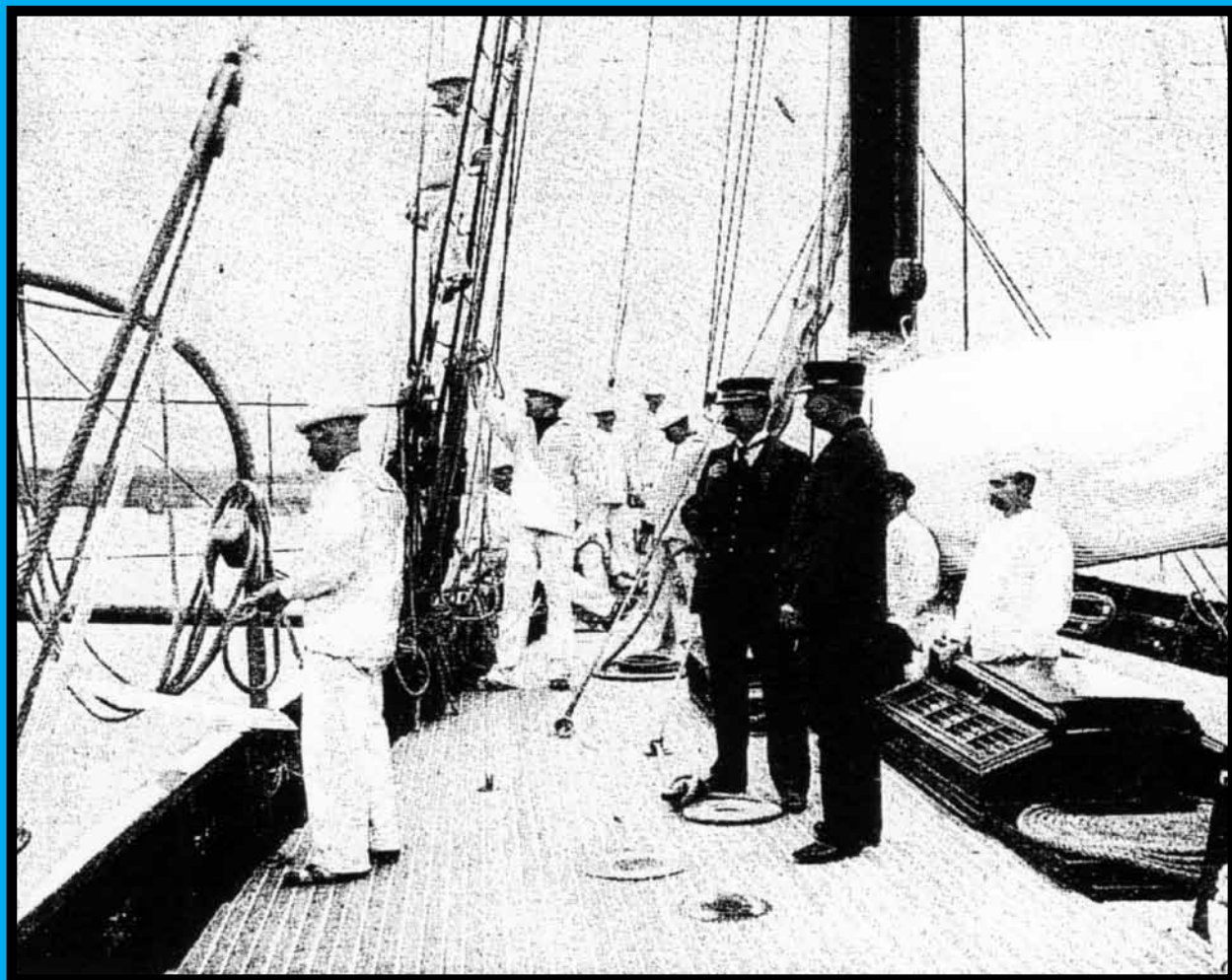


# messing about in **BOATS**

Volume 31 – Number 2

June 2013

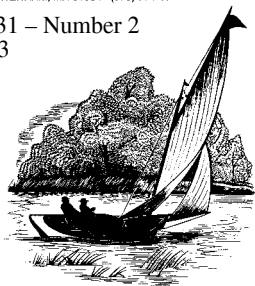
**Special Features This Issue**  
Jan C. Gougeon – The Costliest of Sports  
Origin of the Herreshoff Rowboat  
Clyde & Firth One-Design  
Damian McLaughlin Rebuilds Arion



# messing about in BOATS

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June 2013



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## Commentary...

Bob Hicks, Editor

Reader Dick Winslow sent on a magazine article from about 1902 entitled, "The Costliest Of Sports, the Enormous Sums Spent Yearly in Yachting, Why a First Rate Steam Yacht Costs as Much as a Hundred Thousand Dollars in a Season, and a Cup Challenger Half a Million or More." If the subject is of interest, you can read all about it in this issue. It was not from a nautical publication but rather a social commentary in a general interest magazine of the time.

As usual with this sort of old timey stuff I was fascinated, as it was the time when new money had arisen from the headlong industrialization of our country following the Civil War. Those privileged few who rode that wave to the top were busy finding ways to indulge themselves and yachting certainly was an expensive one.

Several of the photographs illustrating the story feature some yacht clubs of the eastern elite, topped of course by the New York Yacht Club and its long running costly defense of the Americas Cup. But, also pictured was the Eastern Yacht Club, "one of the leading yachting organizations in New England waters." It is located about a dozen miles from me in the yachting town of Marblehead and I have had occasion to enter that fabled sanctum of the well-to-do. Indeed.

The Massachusetts North Shore where I live stretches about 40 miles northeasterly from Boston to Gloucester on Cape Ann. Prior to the coming of railroads the Boston Beacon Hill aristocracy found summer relief from the city along the immediate nearby coast within reach by ferry across the Mystic and Charles Rivers and horse drawn coach. When the railroads came on and a line was run along the north shore the near town summer coast was bypassed in favor of more appealing coastline some 20 miles or so northeast around historic Salem.

One town in particular appealed, Marblehead, jutting northeastward into nearby Salem Sound. It had been a busy fishing port for a long time, and a rather rough town at that when a fellow named Carter sailed along that coast and wrote a book, *Carter's Coast of New England, Being an Account of a Cruise from Provincetown to Bar Harbor in the Summer of 1958* (serialized in *MAIB* in 1987-88). When Carter and his companions stopped over in Marblehead they went ashore but found the locals to be "ruffians" and returned forthwith to their boat.

They did sally forth across the harbor opposite the town waterfront onto then barren land on what was known as Marblehead Neck, where nature still reigned supreme. To

best picture the layout of our North Shore's favored yachting location place your left hand face down. It is pointing northeast. Open your thumb and this becomes Marblehead Neck. The space between it and the rest of your hand is Marblehead Harbor, well protected from all but northeast (bad ones!) gales. Further separate your fingers between the third and fourth and you have Marblehead proper on fingers two and three, and Salem on fingers four and five separated from Marblehead by Salem Harbor.

The well to do summerers soon took over the Neck and built summer "cottages" thereon and soon enough yacht clubs arose as the harbor and nearby Salem Sound made for ideal yachting. Amongst the earliest and most elite was the Eastern Yacht Club. As the picture with the story shows it is some kind of shoreline "cottage".

So what was I, one of the anonymous middle class, doing there? Well it was a gathering of Lawley yacht owners and as a nautical journalist I had been invited to the occasion. Access was simple, no gate, no guards, just park on the nearby street and walk into the club. During the affair I had the opportunity to have a look around. There was much of the old days still in evidence in the interior and its furnishings, but what grabbed me the most were the portraits lining the walls of all the bygone Commodores, a lot of them. The more recent ones were typical of today's businessmen but as I went back in time along the hallways they gradually began to look more and more "old fashioned". A strong sense of much time having passed through these hallowed halls was stimulated by this array of "yachtsmen" on its walls.

Today there are a number of yacht clubs lining our local coastline. Marblehead has several including other elite long timers like the Boston Yacht Club. But access to yacht clubs today for those sailors desirous of participating in their social ambiance is possible for just about all levels of affluence. On that hand you spread out to envision how Marblehead fit into our coastline the tip of your little finger is where the Salem Willows Yacht Club caters to those I view as everyday folks with enough money and time to enjoy small boating with like minded friends. I've been to this yacht club too, in the summer of 1985 I went for a sail in an Elver built by a reader who belonged to that club. Approached from the end of the road past a small amusement park it was a small building with a pier, some docks and moorings. I never did go inside to see if there were any portraits of bygone commodores on its walls.

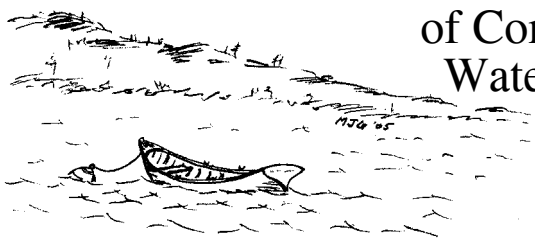
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## On the Cover...

Onboard the schooner yacht *Sachem*, flagship of the Larchmont (NY) Yacht Club, about 100 years ago, another look into the past, all about how costly yachting was becoming for the aristocracy that indulged in such high end messing about in boats.

## From the Journals of Constant Waterman



By Matthew Goldman  
Constantwaterman.com

*MoonWind's* outboard motor acted a bit cranky on Sunday when we were out - hesitant and tentative: same as I act when someone insists I move more quickly or act more responsively or responsibly or whatever that word is. Yesterday I went down to the pier after work, armed with my bright orange toolbox, determined not to go home until that motor arched its back and purred. Long about nightfall I got so hungry I was chewing on the spare fuel hose that I keep for such emergencies.

First, I removed my six-gallon, portable fuel tank and dumped the old gas into my truck's tank. My truck seems quite impervious to having a couple of gallons of stale gas mixed in with half a tank. At least, she never complains the way my outboard does. I strapped my tank back in its compartment and gave it a long drink of fresh fuel with stabilizer. I'm tempted to try a little stabilizer myself. Might be good for these end-of-the-winter blahs.

Then I changed the water separator cartridge. I've mounted the casing so I can slip a gallon plastic bucket beneath it. Off with the old, on with the new. Then prime the fuel system and... well, what I forgot was, all of that air in the filter casing has to go somewhere when you squeeze the primer bulb. There just isn't room in the carburetor for most of it.

At first, I thought that the new filter casing wasn't seated properly - that I was sucking air past its seal - so I kept tightening it, without seeing any improvement. Then I put back the old casing, after dumping the water and filth from it. Still no success. After removing the primer bulb and testing it with a spare length of hose, then replacing it, then removing it and replacing it with my spare bulb, still without being able to prime the system, it suddenly occurred to me that I needed to bleed all that air, or else fill the filter case with fuel.

Bleeding the line appeared the less messy choice. I popped the line off the motor, depressed the check valve with a little screwdriver, and pumped the bulb a few times. Guess what? Fuel began to emerge from the fuel line. Revelations of my stupidity never cease to amaze me. Wasting forty minutes on a five minute project never fails to have its effect. Seems as though I'd had this problem before and solved it the same way. Maybe the little grey cells need to be sent out and be reconditioned. Can't remember where I sent them the last time...

I then changed the plugs after first checking the gaps with my trusty feeler gauge. I pushed the starter button and, Bingo! She started right up, ran for three minutes, sputtered and died. Hmmm. Must be time for supper. Before I quit, I removed the little, in-line fuel filter and took it with me. Perhaps a fresh one will solve my woes. Or, at least, my motor's woes. On my way to the head to wash up I encountered my local mechanic, messing about in his shop. Just back flush that little filter with some carb cleaner, he told me, then run the whasis out of the motor for an hour. Maybe increase the idle speed a bit. If that doesn't work, he'll take it into his shop and teach it some manners.

It's time I made a serious effort to square away *MoonWind's* troubles. A month from today I'm supposed to go onto my mooring. Once on a mooring, excessive pitching makes repairs more difficult. Tools have to be battery powered. Fresh water for cleaning up is hard to come by. The marina frowns on running a quarter mile of hose from the ultimate pier, over the breakwater, and through the mooring field. Not sure why. Probably interferes with the cormorants chasing mumi-choggs for their breakfast.

We always look out for our cormorants hereabouts. Our cormorants never shit on our boats. They only chase the hapless mumi-choggs about the harbor, then suddenly broach alongside to show you what they've caught. Yesterday, a pair of swans came by while I was hanging over my transom. They hadn't a thing to show me. I'd just attempted to prime the motor for the hundred and fourteenth time.

"Get a job," I growled. Heads in the air, they swam to pier 'C' and condescended to be admired by the couple on the trawler. They were just in time for hors d'oeuvres.



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# You write to us about...

## Activities & Events...

### 28th Annual Maine Canoe Symposium



Join us for the June 7-9 weekend dedicated to the full breadth of canoeing, paddling and camping. Featured Guest Speaker Peter Marshall will share tales of his 2012 canoeing adventure that traversed 2,600 miles from the Pacific Ocean to Hudson Bay, all north of the 60th parallel. Reservations: (207) 6473721 Information: (207) 7780853 info@mainecanoesymposium.org Maine CanMaineCanoeSymposium.org

### Clearwater's Festival 2013

Clearwater's Festival (Great Hudson River Revival) will take place at Croton Point Park, Westchester County, NY, June 15 & 16, 2013. This year the festival continues spectacular celebrations of solar-powered stages, diverse performance arts, crafts, environmental exhibits, food, and Working Waterfront. The focus is the Hudson River. Working Waterfront is an ongoing feature of the Revival. We are planning many activities to get people on the water in small boats. Clearwater, founded on the water, wants to make festival attendees aware of our roots.

Working Waterfront expects to present representative vessels for visits and use. These boats are traditional and contemporary vessels, all active in historical, recreational or commercial service. The boats and the grand sloop *Clearwater* will be on the Hudson River, some with scheduled sails. A fleet of small boats will be available in which to Messabout.

Messabout is a major Waterfront feature that gives owners, builders and users of small boats a chance to meet and swap rides and stories. The public attending our festival will be invited to join, in boats, on the water. The intimacy of being on the water and working or playing with small boats draws people into a natural environmental advocacy.

Contact: Stan Dickstein at (845) 4623113 or Eric Russell at (917)4465414, dickstein@verizon.net.

Hudson River Sloop Clearwater, Inc. 724 Wolcott Avenue Beacon, NY 12508 www.clearwater.org, (845) 2658080.

## Adventures & Experiences...

### Restorative for Happy Memories

I enjoyed your boat building experiences in your March *MAIB* "Commentary." While I was a junior grade officer with The Hanover Bank in New York, I felt the horizons offered by my job and the 11th floor view of 14th street from snug, rent-controlled, quarters were unexciting prospects. Muddling through these thoughts one day, I answered an ad in, I think, *Rudder* for the Westlawn School of Yacht Design, and set up my drawing board, tee squares, and spline weights (wicked expensive) on the oversized dining room table donated by inlaws.

Boy, did I sweat over that course, particularly trying to ink lines with a drafting pen without smudges or blots, while my wife and I shoveled Pastena into the maws of babies parked in nearby high chairs. Completion of the first half of the course required submission of a complete set of lines for a powerboat, and it was rejected! I gave up at that point and stayed with my banking horizons for thirtytwo years, but boats were never far away, starting with a Swedish Folkboat, bought with whatever loot was left from wedding presents, and ending a few years ago with the sale of our Chuck Paine Frances 26, the *May*. However, I never tried to build a boat, except for a driftwood pram in my childhood, caulked with tar from the road running by our cottage on Lake Ontario. I did own a home-made Comet in my adolescence, and if your skiff was down by the stern, the Comet's heavily framed deck gave her submarine tendencies with a following breeze.

My new marriage after the sale of *May* brought a friendship with the owner of the Androscoggin Wooden Boat Works near our house and the pleasure of running my fingers over the hulls of classic boats being tenderly restored. Such an abundance of lovely curves that honor the designers' hand and would again kiss the waiting water! But I will not succumb at this age to the lure of boat building, and my language is sliding toward the erotic, not the first prose to feel this tug.

Well, these reflections could go on and on, just like the waters of our inland lake find the sea eventually. Thanks for writing a restorative for happy memories.

William G. Sayres, Largo, FL

### Norfolk Broads Revisited

Alistair Waysey's account of a week on the Norfolk Broads awakened sixty-year old memories of a similar experience. I was married on 4 July, 1953 in Co. Essex, and the next day my bride and I traveled by rail to Lowestoft where we had arranged to have a sailboat for a week on the Oulton Broad. As I recall, the name of the boat hire company was Hoseason's, a name that came quickly to memory. The sloop was no more than 20', maybe closer to 18'. The forward edge of the cabin top was hinged which permitted a bit more "headroom" in the after part of the cabin. As I recall, the auxiliary propulsion was either paddles or oars.

My recollection is that there was very little boat traffic and practically no power boat activity. The waterways were quite tranquil, and the most excitement I can remember is sailing under high voltage lines with a thunderstorm bearing down while we looked for a spot to moor alongside. The sensory recollection that came to mind was that it was the height of the pea harvesting season, and the aroma of peas hung heavy in the air during the week as they were harvested and carried away in lorries.

Elliot Wilcox, North Branford, CT

## Projects...

### Peapod Progress



I thought I would send along a photo of the current state of my peapod project. Still have a little ways to go but the end is in sight. I have also contacted Mr. Stuart Hopkins of Dabbler Sails to make a spritsail for it. I have the mast and sprit boom to make, and also the rudder and tiller. Then another coat of varnish, and a coat of paint on the outside of the hull. A set of oars came with it.

After the groundhog predicted an early spring, the snow fell and the temperatures dropped. It's time to get a better groundhog. They say they taste like chicken!

Greg Grundtisch, Lancaster, NY

## This Magazine...

### Delighted With Article

When I received the April issue of *MAIB*, I was pleased to see my ad and delighted to discover the full page article from my web pages. Many thanks! Receiving an issue of *MAIB* always makes a good day better. I especially enjoyed your old article about attending the boat building school of Ed Davis.

Ed Duggan, Edoak Boats, Atlanta, GA

### Thrilled With Article

What a thrill it was when I received the April issue of *MAIB*. I was amazed that my story "That Sinking Feeling" went over to three pages. I do so appreciate your including the photos in the right places to support the story. Some time when I have more of it I will do the second installment where in the '80s and '90s I had eight more sinkings, four of them with the skipjack *Mary W. Somers* resting on the bottom.

Ray Hartjen, Amagansett, NY



## Model Skipjack Sailing



The Museum's Model Sailing Club has announced the dates for the balance of this year's model skipjack sailing, which began on May 19, in St. Michaels, MD. Club members race radio-controlled (RC) model skipjacks along CBMM's Fogg's Cove on June 9, July 21, August 18, and October 20. All races take place from 11am to 1pm, and are free to watch with museum admission.

Built in the early twentieth century, the sail-powered skipjack was once a cost effective working boat used by watermen for oyster dredging. Today, only a few remain working on the Chesapeake Bay. The club races RC models of these two-sailed bateaux, which at full size can vary from 38' to 48' in length.

Started in 1983 as the Saint Michaels Model Boat Club, the Model Sailing Club continues today at CBMM through its many members and volunteers. To learn more about the races, or joining the club, contact Commodore Richard Clayton at (410) 745-2372.

## River Cruises Began May 25



Beginning May 25 and continuing through Labor Day, the Museum is offering visitors a chance to get out on the Miles River aboard its replica buyboat, *Mister Jim*. The 30-minute scenic river cruises will be available Fridays through Mondays at 12 noon, 1pm, 2pm and 3pm, with passengers boarding alongside the 1879 Hooper Strait Lighthouse. *Mister Jim* carries up to 24 passengers, with cruises available to museum visitors at \$10 per person or free for kids 16 and under.



## A Busy June At the Chesapeake Bay Maritime Museum

For more information about CBMM and any of these events, call (410) 745-2916 or visit [www.cbmm.org](http://www.cbmm.org).

### Sailing Saturdays This Summer



Beginning in June, Museum will offer visitors the opportunity to go out on the water in one of CBMM's wooden sailing or rowing skiffs. CBMM's Sailing Saturdays program runs June 22, July 13, August 10, and September 7, with two daily sailing sessions running from 10am to 12noon and 1pm to 4pm.

Built by CBMM's Apprentice for a Day public boatbuilding program participants, the boats used range in size and are perfect for one to two people, with instruction provided for beginners. Sailing Saturdays participants will have access to a melonseed, various rowing skiffs, sailing bateaux, and more.

Drop-in participation is available, but reservations are encouraged as small craft are limited. The cost is \$10/person/session, plus museum admission. CBMM is open daily and also offers visitors the opportunity to help build one of these skiffs through its Apprentice for a Day program.

### 26<sup>th</sup> Antique & Classic Boat Festival June 14-16



Wooden classics and other antique boats come to the Museum June 14-16 for the 26<sup>th</sup> Annual Antique & Classic Boat Festival hosted by the Chesapeake Bay Chapter of the Antique & Classic Boat Society (ACBS). The festival is highlighted by the largest collection of antique and classic boats on the

East Coast. Owners of some of the most beautifully restored yachts and cabin cruisers will offer boarding along CBMM's docks, with Friday noted as the best day for tours. More than 130 wooden, fiberglass, and metal boats will be on land and in the water for this ACBS-judged boat show, including a selection of Chris Craft, Larson, Gar Wood, Century, Donzi, Shepherd, Trumpy, Lyman, and more. Boats range from runabouts to yachts, including raceboats, workboats, launches, hydroplanes, and utilities.

Workshops and seminars, building demonstrations and a nautical flea market will be available throughout the weekend. On Saturday noted restoration expert and *Complete Wooden Runabout Restoration Guide* author Don Danenberg will share his insights on proper yet efficient techniques for restoring classic boats, working with a restorer, and more. Seating is limited and available on a walk-in basis.

Festival hours are Friday, June 14, from 11am to 5pm; Saturday, June 15, from 10am to 5pm; and Father's Day, Sunday, June 16, from 10am to 2pm.

### Viking Ship *Norseman* Visits June 21-23



On June 21-23, the Viking ship *Norseman* will be at the Museum in St. Michaels, MD. The 40' half-scale replica of the famous Gokstad ship will offer CBMM visitors a real-life look at a Viking ship and the type of people who sailed them more than 1,000 years ago. The ship will be available for viewing dockside, with limited, free rides available for CBMM visitors, weather permitting.

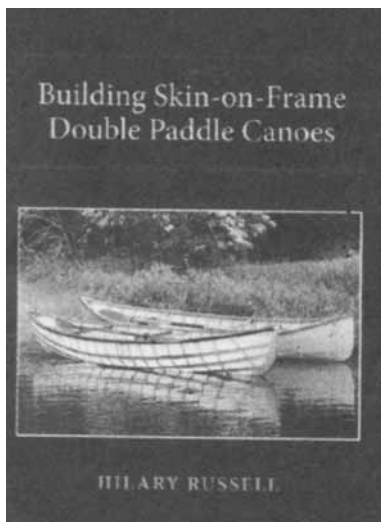
The *Norseman's* crew will wear authentic Viking attire at a small encampment, which will be complete with iron and wood-working tools. The Viking ship has sailed the seas of many countries, and annually participates in festivals in New Jersey, New York, Pennsylvania, and Ohio.

This will be the second CBMM visit of the *Norseman*, which represents Leif Ericson Viking Ship, Inc., headquartered in Swarthmore, PA. Rides will be scheduled on site, with no advanced reservations available.



## Building Skin-on-Frame Double Paddle Canoes

By Hilary Russell  
Berkshire Boatbuilding School  
www.berkshireboatbuildingschool.org  
150pp, 2012, \$19.95  
Reviewed by Nim Marsh  
Editor *Points East Magazine*



Pound for pound, the North Atlantic skinboat in its various iterations has to be the finest seaboat ever designed. Cases in point: In 1730, an Eskimo and his kayak were blown off the Greenland shore and driven across the North Atlantic by prevailing westerlies, to fetch up on the coast of Scotland, Eskimo still alive. Irishman Tim Severin sailed a leather boat across the Atlantic in the wake of St Brendan the Navigator. The traditional canvas or birch-bark canoe is a skinboat of sorts, and no one has to tout their prowess. Dollar for dollar, the skinboat is probably the least expensive to build, requiring the fewest materials, and it's likely the easiest to repair with materials on hand.

With this exciting backdrop, we can say with confidence that you can probably build a skin-on-frame boat, melding modern materials with traditional, and own a perky little vessel with an ancient seagoing heritage. Not one that can cross the Atlantic, mind you, or hop across Pentland Firth, but a saucy little craft, pleasing to the eye, that can ply rivers and streams, ponds and lakes, estuarine creeks and waterways. And one, perhaps, that you can carry into a backwoods pond to stalk native brook trout, all the time evoking the imagery of great skinboat exploits of centuries past.

How do we know you can build one of these elegant vessels? Well, we have Hilary Russell's text, *Building Skin-on-Frame Double Paddle Canoes*, open before us, and by page 9, we're ready to start gathering supplies and setting up a strongback. If we're not intimidated, there'll be no holding you back.

Hilary, the son of a shipbuilder, was head of the English Department at Berkshire School, in Sheffield, MA where, among other disciplines, he taught boatbuilding as an alternative to a sport. If anyone should be able to author a comprehensible boatbuilding text, it would be an English teacher, steeped in the lore of boatbuilding, who crafts boats. Strunk & White's *The Elements of Style* three



## Book Reviews


tenets of good writing, lucidity, force and ease, are in evidence throughout Hilary's book. The text and photos are easily understood; the prose is lean and mean, thus effective; and the volume is a good read. Hilary suggests that prospective builders read the entire text before embarking on the project.

The boats Hilary builds are nylon or polyester skins (tough, abrasion-resistant and easily shrunk) over frames of willow ribs and woven willow stringers lashed together with waxed imitation sinew. Hilary learned the art of weaving willow from a basket weaver, and further refined the skin-on-frame craft at the National Coracle Center in Wales. Through these two influences, he was drawn to adapting willow for ribs and stringers. One of his boats, the *Willow Wave*, won the 2012 Best Professionally Built, Manually Powered Award at the Wooden Boat Show in Mystic, CT. He says these boats can be built for \$300 or less.

What we like about this book: It is first and foremost a workbook, nothing fancy: page stock one can crease at the spine so it stays flat at a step being worked on, pages upon which, without guilt, you can bleed, sweat, drip glue, make notes upon, and, like Frommer's old travel guides, tear out a section for reference at another, workstation; large type that you can read easily from a couple of arm lengths away.

We appreciate the logical progression of the text, from materials and tools that will be needed, to setting up, to building the frame, to skinning the boat, to finishing up, all chapter headings. At the back of the book is a bibliography of essential volumes and a list of sources of plans, metal fittings, lashing, frame and skin materials, and such accessories as seats paddles and coatings.

This is not the Gutenberg Bible, but it is a bible of sorts for those who crave the focus and satisfaction construction of a pretty, functional and inexpensive boat can provide. "I love the idea that, like Moses, one ends up in a flexible floating basket," Hilary says.



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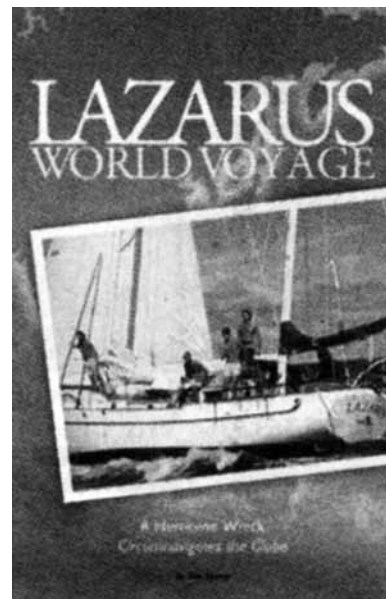
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## Lazarus World Voyage

By Tim, Sperry  
South Coast Publishing Group, 2012  
381pp, \$20.  
Reviewed by Sandy Marsters  
*Points East Magazine*



There was a wonderful story in the *Boston Globe* on March 1 about five 80-something men who still ski race. It caught my attention, not just because I'm about to turn 62 and it gave me great hope, but also because I had just finished reading a wonderful book about five men in their 20s who fixed up a wreck of a boat and sailed it around the world.

It occurred to me that, 60 years ago, those 80-something skiers must have been a lot like those 20-something sailors in the book, adventurous, fearless bordering on clueless, determined, curious, fun-loving, flawed, and generally loaded with character. I'd say I'll check back with the 20-somethings when they become 80-somethings to test my theory, but the math doesn't work in my favor.

The book is *Lazarus World Voyage*, by Tim Sperry. Its subtitle is *A Hurricane-Wreck Circumnavigates the Globe*. Sperry, who is no longer 20-something, since the circumnavigation started in 1992, is from a well-known Massachusetts family of sailmakers. Today, he runs a busy custom awning and tent business, and his brother, Matty, another member of the *Lazarus* crew, manages the sail loft.

The voyage was all Matty's idea, and it's an idea many a 20-year-old has had in the past and sat on for a few months before abandoning it for easier, more rational endeavors. That this idea soon became an actual boat, albeit a wreck, and that the boat, a Formosa 41 whose side had been sheared off by "Hurricane Bob", was returned to working order by the young crew and that they actually set sail and kept sailing for two and a half years until they'd gone all the way around the world, is a wonderful testament to the possibilities of youth when unconventional thinking is encouraged and risk is tolerated.

From the time they left Marion, MA in October, 1992, after a shakedown cruise that

damned near lost them the boat, until their return to Marion in May, 1995, it was one great, epic, rollicking adventure they would never forget but which they started to forget anyway, which is what inspired Tim to write this book some years afterward to preserve it all.

His recall is encyclopedic, and the crew's log-keeping must have been excellent, because he is able to reconstruct the voyage in incredible detail, each landfall, every watch, every little spat and big fight and small accomplishment, every moment of terror recalled with a wonderful sense of humor and honesty from the perspective of an older, more mature writer looking back and shaking his head wistfully at the whole crazy idea of it.

And there was plenty of terror (Tim, alone on the boat in an unfamiliar Madagascar harbor, dragging anchor and bouncing off huge concrete structures just beneath the surface), frustration (it could take weeks to receive a money wire), and bickering ("On one hand, you had Mark who wanted everything out in the open and preached communication as the elixir for all conflict. It is a trait that could drive me crazy at times. Sometimes I just wanted to be pissed off, and having Mark try to explore my feelings just made me madder."); and fantasizing: "We often joked that there must be a boat crewed by five single girls out there somewhere, but if that mythical boat existed, we never found it."

But through all the troubles, the squalls and the calms, there is not just a fantastic journey on the water but a touching and poignant passage into adulthood. The book is imbued with an innocent kind of a Hardy Boys sense of adventure. But the Hardy boys never grew up. Here, we watch Tim and Matty and Mark and Bill and Chris come to terms with their relationships, their strengths and weaknesses, with remarkable insight and intuition, given their ages at the time.

*Lazarus World Voyage* is not some romanticized tale of a midlife sabbatical cruise. It is the honest, exciting, and entirely genuine and introspective story of a great adventure by five remarkably self-sufficient young sailors who had no money but, man, did they have imagination and courage and determination.

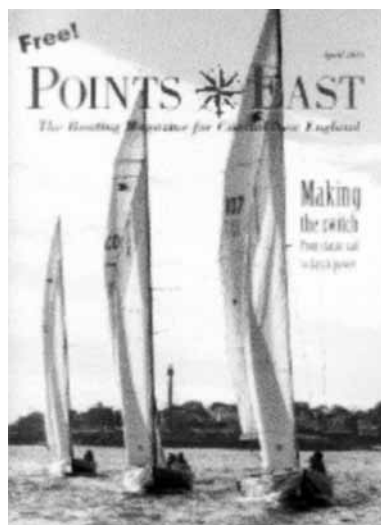
I don't like endings, especially on boats. Tears welled in my eyes as *Lazarus* approached Marion on her final drive for home. I was sad for the end of the trip, for the disbanding of friends that would inevitably come.

Fortunately, Tim Sperry has a more mature and practical outlook on life: "My emotions on *Lazarus*' dreamlike return were hard to pin down," he writes, "but I knew there couldn't be any new beginnings for us without this ending."

(Sandy Marsters is co-founder, along with Bernie Wideman, of *Points East*, and since the former relinquished the reins of the magazine, he has done far more boating than the staff to which he left his magazine. Perhaps there was a method to his madness.)

## About *Points East* Magazine

A Unique Cruising Magazine Celebrating  
the Down East Coast  
[www.pointseast.com](http://www.pointseast.com)

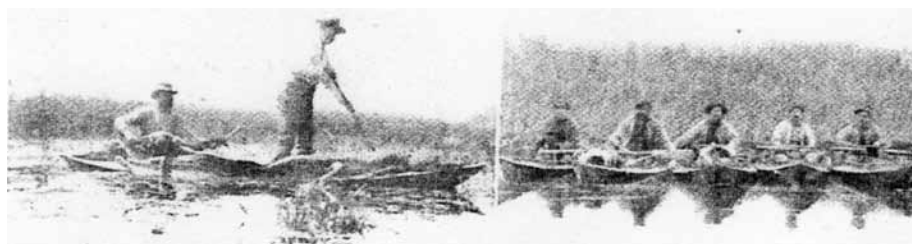



Cruisers who come to the Gulf of Maine have a special fondness for the region's unique marine assets, from its skilled craftsmen to its quiet, secluded harbors to its pristine environment. *Points East* represents the Down East cruising culture. We celebrate it and give it voice. Behind its full-color cover is the kind of information cruisers need. No routes and waypoints here. Instead, we tell the cruiser what to expect in a port. The colorful natives. The native cuisine. Practical information reported by cruisers who have been there.

Regular listings offer the kind of detailed information cruisers need; customs offices, marine surveyors, phone numbers for weather forecasters and yacht clubs, schedules of cruising-related events. Columns by well-known cruisers explore personal perspectives on the cruising experience. News stories keep cruisers up to date on important maritime developments.

Feature stories offer deeper insight into what makes the Gulf of Maine unique. No long tales of wintering over in the Arctic. Our stories are about the places average cruisers might actually visit and the people they might actually meet. Many of the stories are written by the local cruisers who know the Gulf of Maine best. And for the racers, every issue includes pictures and results from area regattas.

*Points East* fits in with the charts in the cruiser's duffel as well as on the coffee table at home. Best of all, it's free, available from March through December at the places cruisers frequent: boatyards, chandleries, bookstores, coastal restaurants, as far south as Connecticut. At least 20,000 copies are distributed monthly.





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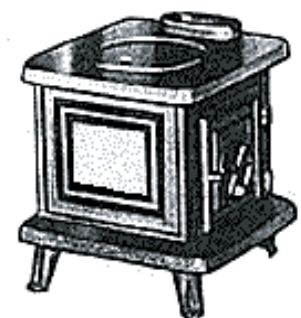
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# Jan C. Gougeon

August 7, 1945 - December 18, 2012

A visionary, ingenious, a great innovator who could see beyond boundaries, one of a few people to have really changed the boatbuilding game in his lifelong quest for speed. This is how boatbuilders and designers, sailors and iceboaters recall Jan Gougeon. A natural engineer, Jan became an accomplished boat designer and builder who was always thinking about his next boat. His vibrant boyish enthusiasm lit up the room. Jan was a fierce competitor who shared tips and technology openly, offering astute and encouraging advice to novice and veteran sailors and builders alike. His work with epoxy and lightweight composites expanded wooden boatbuilding to another generation. Jan believed the faster you make others, the faster you will be.

Accidents and setbacks never defeated him but offered new problems to solve. Jan spent most of his time trying out new designs, materials or construction approaches in the Gougeon Brothers Bay City boat shop. After a terrible iceboating accident in the early 70's, a friend asked Jan what he would do if he could never walk again. "I'd still come to the boat shop every day so I would build a platform with casters so...I could work." Jan was working in the shop until a few days before his death on Tuesday, December 18, 2012, at age 67.

Born August 7, 1945, the youngest of four children, Jan spent his boyhood on Wenona Beach, and the Saginaw Bay of Lake Huron shaped his life. He loved to build and take things apart and was pretty good at anything mechanical. Born cross-eyed with visual impairments that weren't corrected until his early teens, Jan never did well in school, and he lost his father at age 10. Through sailing, Jan found something he excelled at and mentors to learn from. At 14, he started an informal apprenticeship with master boatbuilder Victor Carpenter, which continued after graduation from high school. Then Jan was drafted into the U. S. Army and served in Vietnam, earning the rank of Sergeant E-5.

Returning to Bay City in 1969, Jan and his brothers Meade and Joel founded Gougeon Brothers, Inc. Excited by the emerging potential of wood/epoxy technology, they built iceboats, multihulls, and custom wooden

boats. They pioneered bonding wood together with no fasteners and developed techniques for metal-to-wood bonds that solved major structural problems. They also found great success in formulating and marketing WEST SYSTEM® Epoxies for boat construction and repair.

Racing multihulls and iceboats was Jan's passion. He particularly loved sailing solo. Jan's first sailboat race was in 1957 at age 11, and he competed in Chicago Yacht Club Race to Mackinaw aboard the newly launched *Strings* in July 2012. In 1980, during qualification trials for the OSTAR challenge, Jan's trimaran *Flicka* capsized in the Atlantic Ocean. After four long days floating in *Flicka*'s disabled hull, Jan was rescued by

a passing freighter. While upside down, he started designing his next boat, *Splinter*. It was self-rescuing, as was every boat he designed since. Jan placed first in the single-handed Port Huron to Mackinac race in 1981, 1982, and 1983 aboard *Splinter*. Racing his trimaran *Ollie*, he won the singlehanded Supermac in 1987 and the Great Lakes Singlehanded Society Peter Fisher Memorial Award in 1989. Jan also finished the 300-mile Florida Everglades Challenge in 2011.

Jan excelled as a DN iceboat racer. He won the DN Iceboat World Gold Cup Championships in 1975, 1982, 1985, and 1991. After dominating the DN Worlds on Barnegat Bay with a new hull design, Jan went home and made a detailed set of plans so anyone could build the boat. These are

still the official plans of the DN class. Winning the DN Great Cup of Siberia Race in Russia in 1989 was Jan's "ultimate iceboat trip. Can you imagine. Here I am in Russia—in Russia—to race iceboats." Typically, he shared all he could with the local sailors about modern construction techniques and left his tools and spare parts for them to use. Jan also won eight DN North American Championships, initially in 1971 and 1972 and most recently in 2000.

As well as racing, Jan loved cruising, often in the North Channel. He was also a licensed pilot.

Jan's quest for speed guided his life. His legacy is the innovation, hard work, technical prowess, and enthusiasm he shared with so many.—Kay Harley



Jan Gougeon in one of his favorite places, the boat shop, building the masthead dirigible for *Strings* in early 2012.



Wee Three



Flicka

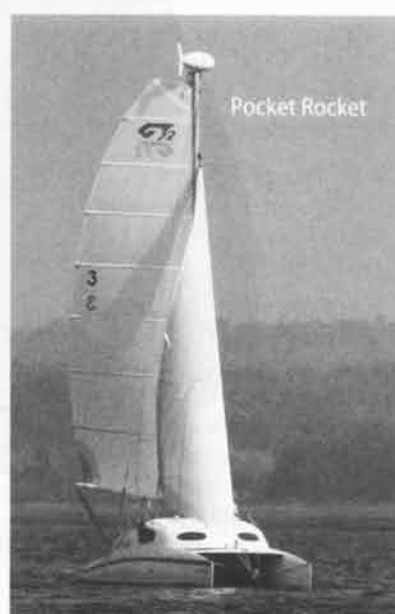


Splinter



Ollie

Over his lifetime, Jan Gougeon designed and built numerous multihulls including *Wee Three*, *Flicka*, *Splinter*, *Ollie* and the Gougeon 32s including *Pocket Rocket*. In 2012, he launched his groundbreaking 40' multihull, *Strings*, a boat that he had been working on for over 10 years. Jan was also a key builder on the multihulls *Adagio*, *Rogue Wave*, *Slingshot* and *Adrenalin*, as well as several monohulls including the 1975 Canada's Cup winner, *Golden Dazy*. ■



Pocket Rocket



Magic Carpet



Strings

Stored away in the strong room of the New York Yacht Club is a piece of silver that is not artistic, not old enough to have any value as an antique and not worth more than \$500, yet for this comparatively insignificant piece of silver millions of dollars have been spent by yachtsmen of America and England.

His second attempt to win the trophy will probably cost Sir Thomas Lipton half a million dollars, and for its defense a syndicate of members of the New York Yacht Club will spend about half that. This does not represent the entire outlay that the cup contest entails. Hundreds of yachtsmen will have their boats specially in commission in order that they and their friends may witness the races; thousands of others will watch them from the decks of great fleet of tugs and excursion steamers; many will even come from Europe, some with their yachts, in order to find out for themselves which is the faster yacht, *Shamrock II* or the American boat.

Yachting is the most expensive sport in the world. It costs more to win a mug offered for a yacht race than to carry off a prize offered for competition in any other sport. Yachtsmen will spend thousands of dollars and take endless trouble, to win a fifty dollar cup. No heavy stakes are raced for in yacht racing, and in this country, the most successful yacht of the year will fall a long way short of winning enough to pay her expenses.

Should Sir Thomas Lipton be successful this year and carry away the much coveted trophy, he will feel well repaid, because he is a thorough sportsman. He will have nothing, personally, to recompense him for all his work, worry and outlay, but in the history of the America's Cup he will live as long as the cup lasts. Should the syndicate boat succeed in keeping the cup in this country, the members will be formally thanked by their fellow club members and the New York Yacht Club will probably have a handsome piece of silver suitably engraved to commemorate the event.

### The Growth of Lavish Expense

In the early days of yacht racing, owning and running a yacht was not such an expensive affair. Up to the time when the *Thistle* came across the Atlantic in 1887 it is doubtful if the total cost to one side had reached fifty thousand dollars. Since then, money has been spent more and more lavishly. Expensive metals have been used in the construction of the yachts; big crews have been engaged to handle them; tugs have been chartered to tow them from one place to another; a steamer has been hired for the crews to live on because the yachts are racing machines pure and simple; hollow steel spars have been constructed, at great cost, in order to lighten their equipment; their sails have been made of the most expensive duck that could be procured, and a hundred and one things have been done that were never thought of twenty-five years ago. All this has made the sport the most costly in the world. The extravagance has not been confined to the international races. Men with plenty of money have made the racing in the smaller classes just as costly in proportion, so that yachting is justly termed, nowadays, "the millionaires' sport."

One unfamiliar with the conditions may wonder where so much money can go to in such a short season, for yacht racing begins on Decoration Day and is practically over by the middle of September. The cup races will probably be over by the beginning of September, so that the craft concerned in them will be in commission only about four months.

## The Costliest of Sports

By Arthur F. Aldridge  
1902

Submitted by Dick Winslow  
The Enormous Sums  
Spent Yearly in Yachting  
Why a First Rate Steam Yacht Costs  
as Much as a Hundred Thousand Dollars  
in a Season, and a Cup Challenger  
Half a Million or More

The American yacht will cost about a hundred and fifty thousand dollars to build. For that sum she will be put in the water and made ready for sailing. She will be manned by a crew of fifty professional sailors. The captain's salary will be about twenty-five-hundred dollars; the two mates will get probably a thousand dollars each, the boatswain forty dollars a month, and the quartermaster the same, while each of the seamen will receive thirty dollars monthly. The crew will be engaged for at least five months, so that the total cost for wages will be about twelve-thousand dollars. These men have to be fed, and fed well, too, to get good work out of them in the races. It is estimated that seventy-five cents a day for each man will furnish the food.

This for five months will amount to nearly six-thousand dollars. It will require two cooks and two stewards to prepare the food and their wages and keeping will cost fifteen-hundred dollars more. Each member of the crew has to have one suit of blue serge and three of white duck, besides sweaters and caps on which are the name of the yacht, boots, rubbers, oilskins, and various other things, costing in all about four-thousand dollars for the fifty men. All told, the cost of the crew for the five months will be a little under twenty-four-thousand dollars.

A cup defender is built only for the purpose of keeping the America's Cup in this country and boats of this class have no accommodations for the crew or for the owner. The lower deck, which on most yachts is fitted up as staterooms and cabins, is almost bare. The men and the stores are carried on a tender hired for the occasion; and on the upper deck of this vessel there are suitable accommodations for the owner and his friends. A vessel large enough to have such a company on board, as well as all the yacht's spare spars, sails, and extra rigging, is chartered for the season at a cost of about a hundred and fifty dollars a day or twenty-two thousand-five-hundred dollars for the five months. A tug, which is needed to take the yacht out to the starting line and tow her back after the race, and for many other purposes, costs seventy-five dollars a day. The tug is not wanted all the season, but she will be in constant requisition for as much as a month or six weeks, so that it will take about twenty-five-hundred dollars to cover this expense.

### The Care That A Yacht Needs

The keeping of the yacht in proper trim is a heavy drain. The hull has to be constantly painted, especially if it is white. The spars must have constant scraping and varnishing. On a defender or challenger, three or four suits of sails are necessary to get through the season. A sail will soon be stretched out of shape by the wear it gets on one o f

these racing yachts, and another one must be ready to take its place at any moment. Perhaps a sail will not fit to the liking of those on board. It is at once discarded, and a new one put in its place. It is very little use trying to make a poorly cut sail fit by tinkering with it.

A mainsail costs about a thousand dollars and a whole suit five times as much. Extra jibs, staysails, club topsails, and working topsails are necessary, and there, are always spare balloon jib topsails and spinnakers ready in case of an accident.

In one of her cup races the *Valkyrie* lost two spinnakers in one race. This will show the importance of having spare sails on hand. An extra set of spars is also requisite, and now that, they are making them of steel, and hollow, so as to save as much weight as possible, this is another considerable expense. The *Columbia* lost her mast in a race off Newport; the *Shamrock* broke a steel gaff while sailing off Sandy Hook, and broke a topmast in one of the cup races of 1899.

There is another heavy expense attached to a first-class racing yacht, the cost of hauling out to clean. These big boats have to be put into the dry dock and the fee is three-hundred dollars a day. While in the dock, men are put to work scouring the underbody and, when it has been made perfectly clean, electric burnishers are run over it to make it as smooth as glass. Two years ago the *Shamrock* was in the dry dock for five days, and the cost ran into thousands of dollars.

### A Yachtsman's Personal Expenses

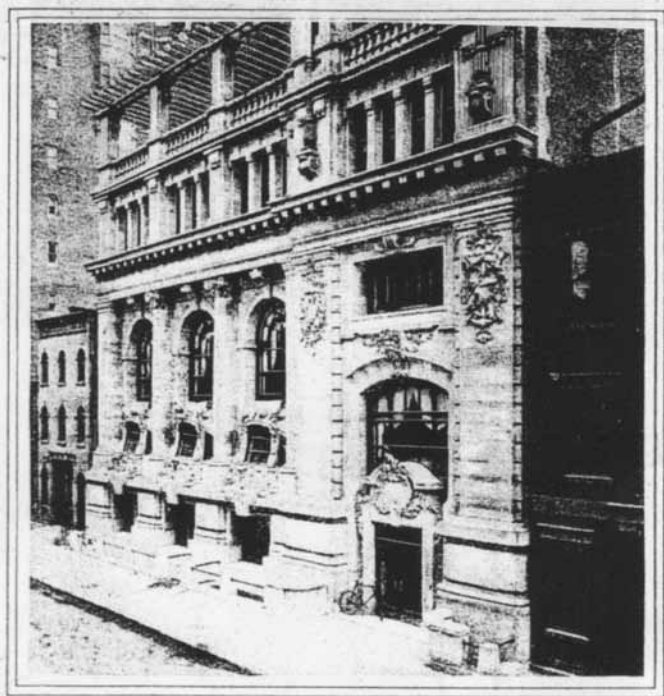
All this expense has been for the yacht and keeping it in proper racing trim. The owner's personal expenses must be added, and the chief of these is the entertaining, the cost of which cannot be estimated with any precision. In 1899, Sir Thomas Lipton probably entertained as lavishly as any yachtsman ever did. During the races, he had a party of friends every day and sometimes as many as a hundred and fifty people were on board. The *Erin* is a big boat and has ample accommodations for entertaining a large party but its resources were so heavily taxed that a New York caterer went down every morning to supply the comforts of the owner and his guests.

The *Erin* is one of the handsomest yachts afloat, the rooms on board are large and well furnished. Each stateroom has about eleven feet head room and, instead of the old fashioned bunk that everyone associates with life afloat, each room is furnished with a big brass bedstead. The floors are richly carpeted and connected with each room is a private bathroom. The dining saloon is handsomely finished in paneled mahogany.

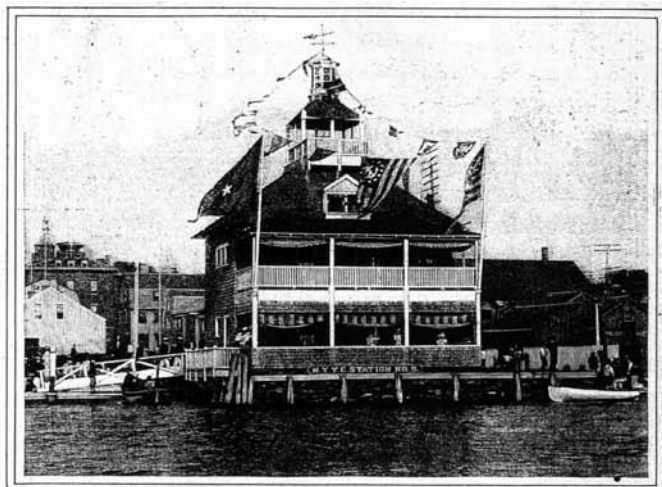
In the drawing room the walls are covered with silk tapestries, bric-a-brac is arranged on cabinets and tables, this, of course, only when the yacht is at anchor, and fine paintings hang on the walls. On the main deck there is a large hall which is used as a music room. Electric fans, steam heat, electric lights and refrigerating and distilling plants all make life worth living on board this floating palace.

The cost to a challenger for the cup is much greater than to the defender. The former is compelled to cross the ocean, and his boat is in commission at least two months longer in consequence. Sailmakers are brought across the Atlantic to re-cut the sails and to make new ones when necessary. More extra spars are needed so that the yacht will not be badly handicapped in case of an accident. Dozens of



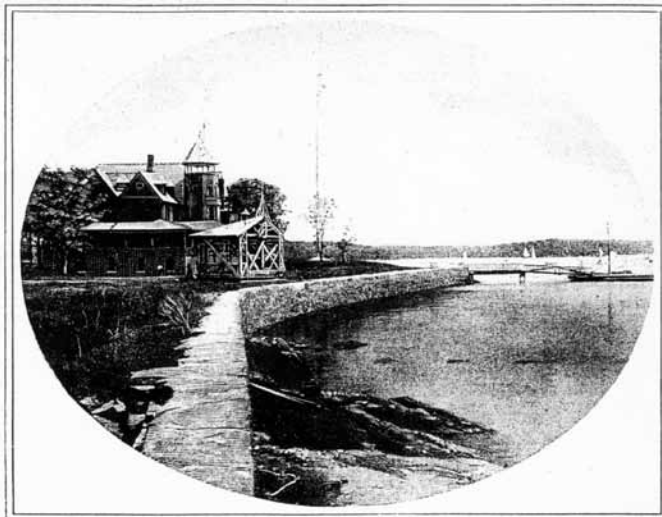


The finest and costliest of all yacht club houses, the city home of the New York Yacht Club on West Forty Fourth Street.

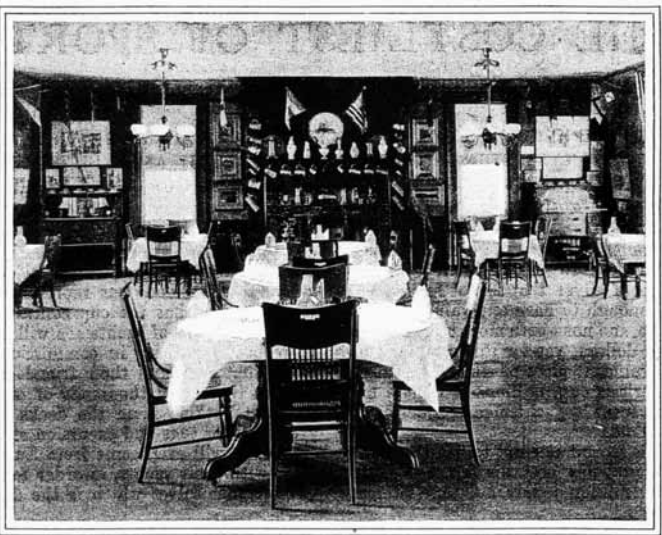


The New York Yacht Club station at Newport, one of a chain of small branch houses which the club maintains at yachting centers along the coast.

The Eastern Yacht Club house, Marblehead, Massachusetts. The Eastern is one of the leading yachting organizations in New England waters.



The club house of the Larchmont Yacht Club, at Larchmont, New York, on the shore of Long Island Sound.



The dining room of the Larchmont Yacht Club. The Larchmont is one of the leading yachting organizations in New York waters and its club house contains many trophies and curios.

The finest of the waterside yacht club houses, the home of the Atlantic Yacht Club at Seagate (formerly called Norton's Point) at the entrance to New York Harbor.



bales of supplies are sent on ahead of the boat. When she arrives on this side she has to be fitted out for racing and got into the best possible trim. Tenders, tugs, barges and launches are chartered and then after her practice spins there is the final overhauling to be done before the cup races are sailed.

Two years ago, including the purchase of the *Erin* and his entertaining on board of her Sir Thomas Lipton spent not much less than a million dollars.

### The American Seventy-Footers

Last year four members of the New York Yacht Club agreed to build yachts of the same dimensions and model and to race together during the season. These were Vice-Commodore August Belmont, Cornelius Vanderbilt, W.K. Vanderbilt, Jr., and Harry Payne Whitney. The yachts were built by Herreshoff and were what are called seventy-footers, measuring a little short of seventy feet on the water line. Each boat cost twenty-six-thousand dollars to build and equip.

Mr. Belmont and Mr. Cornelius Vanderbilt sent to England to get their skippers and crews for their boats, because the few racing men in these waters were already engaged. Mr. W.K. Vanderbilt had crew of local men and handled his boat himself in the races. Mr. Whitney induced Herman Duryea, one of the best amateurs in this country, to take an interest in his yacht, and Mr. Duryea acted as skipper, with a crew of local sailors. The two English skippers got about two thousand dollars for their season's work.

Each yacht carried a crew of nineteen men, so that the cost of running the boats was about six-thousand dollars apiece for the season of four months. Commodore Belmont and Mr. Cornelius Vanderbilt each had an eighteen thousand dollar steamer built to act as tender for their yachts. These boats could steam about twenty miles an hour and they were very costly because of the amount of coal that such speedy craft burn. Their owners used them to get ashore quickly after the races, leaving the sailing yachts to make their way into harbor with the aid of the wind. The other two yachtsmen chartered small tug boats for use as tenders.

These seventy-footers were raced extensively throughout the season. In order to give their crews an incentive to work heartily in a contest, racing yachtsmen generally offer

prize money. Each man gets five dollars if the yacht wins, and half of that if it loses so that the prize money on Commodore Belmont's yacht, the *Mineola*, which started thirty-three times and won sixteen races, amounted to a considerable sum. For all their outlay the only recompense to the owners was a few silver cups and perhaps a little glory.

### The Cost of Smaller Yachts

A class of yachts that has furnished most interesting sport in the waters around New York and Boston for two years is known amongst yachtsmen as the twenty-one foot raceabout class. As the name implies, the boats are only twenty-one feet long on the waterline, and they are for racing pure and simple. They have open cockpits, and are good only for an afternoon's sail in fine weather. If a squall comes up, those on board must grin and bear the discomfort, for there is no cabin in which to take shelter. These boats cost from seventeen-hundred to twenty-five-hundred dollars each, some builders charging more than others for their work. They spread six-hundred square feet of canvas, and a suit costs a hundred dollars. To keep them in the finest possible trim for racing three suits are used in a season. Light sails cost about a hundred and fifty dollars more.

One professional is allowed on each boat, and, as he does all sorts of work, he receives perhaps thirty-five dollars a month, with seventy-five cents a day for his food. To keep one of these small racers in condition it is necessary to haul the boat out at least once in two weeks; some yachtsmen haul out every week. The cost of taking the boat out of the water and cleaning it is fifteen dollars; and while out, the hull is usually painted or varnished, making the bill five or ten dollars more. The expense of maintaining one of these racing machines for a season, in addition to the first cost of the boat, is usually from seven-hundred and fifty, to one-thousand dollars.

A sloop of the thirty-foot class costs about thirty-five-hundred dollars and a suit of sails for one of these boats is worth two-hundred and fifty dollars. A forty-three foot boat, another popular size, costs about twelve-thousand dollars, while one of the fifty-two foot class, which is only forty-six feet long on the water line, is worth seven-thousand dollars. Several yachtsmen

have recently imported English built yachts belonging to what is known as the sixty-foot class. They cost to build from twenty-two to twenty-four-thousand dollars each. As their racing days are over for British contests, they have been sold to American yachtsmen for about half the original cost.

### The Great Cost of Steam Yachts

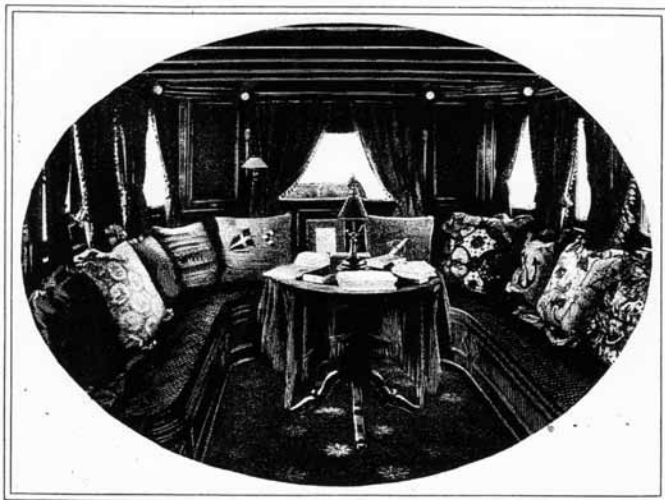
So much for the cost of racing; and it is no less expensive to watch the sport from the deck of some big steam yacht. There are several of these craft that have cost their owners nearly a million dollars to build, and the yearly cost of maintenance runs close to a hundred thousand dollars.

The largest steamer built for private pleasure is W. K. Vanderbilt's *Valiant*. She is three-hundred and thirty-two feet long and it takes a crew of sixty men to handle her. Her captain gets a salary of about twenty-five-hundred dollars a year and her navigator probably draws a similar sum. The chief engineer's pay is fifteen-hundred dollars. Coal at three and a half dollars a ton is a big item on the *Valiant* and as she is in commission nine months each year, she burns thousands of tons. Oil, paint, varnish, tools, lamps, rope cables and hundreds of other things that are as necessary on a yacht as on an ocean steamer make another big expense each year. The engines and boilers have to be examined and repaired, and once in four or five years the boilers have to be renewed.

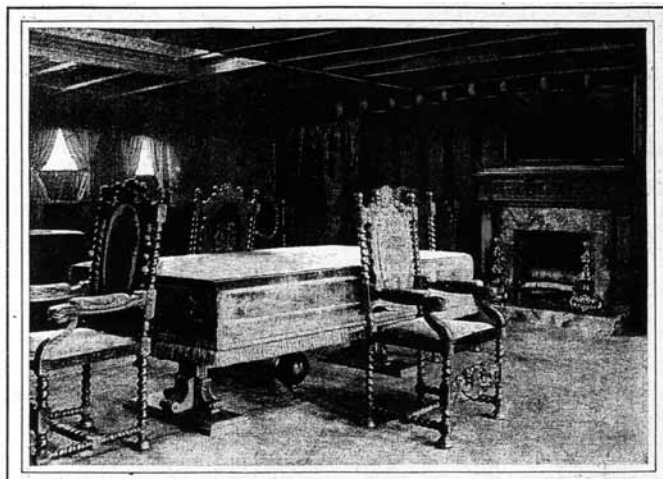
New uniforms for the men are needed twice a year, at about twenty-five dollars a man if the yacht is to be kept up properly. The *Valiant* is one of the most perfectly appointed and most elaborately decorated yachts afloat. Rich carvings, stained glass domes, tapestries, rugs and costly ornaments abound everywhere. A chef presides over the galley and he has a staff of expert assistants. Each guest has a suite of apartments for his own use, and there are quarters for valets and rooms for maids.

Another fine yacht is the *Margarita*, recently built from designs by George L. Watson for Anthony J. Drexel of Philadelphia. This boat is perhaps a little more up-to-date than the *Valiant*, and is as luxuriously furnished as a floating palace can be. French, Italian and English artists decorated the yacht throughout and it is said that the cost of the vessel was about a million dollars. The *Mar-*

All the comforts of home on a yacht, the after cabin of the steam yacht *Idalia*, owned by Eugene Tompkins of Boston.



The acme of luxury afloat, the dining saloon of the steam yacht *Niagara*, owned by Howard Gould of New York.



*garita* has not been in American waters yet but those who have seen her abroad say that she is a marvel of beauty and luxury.

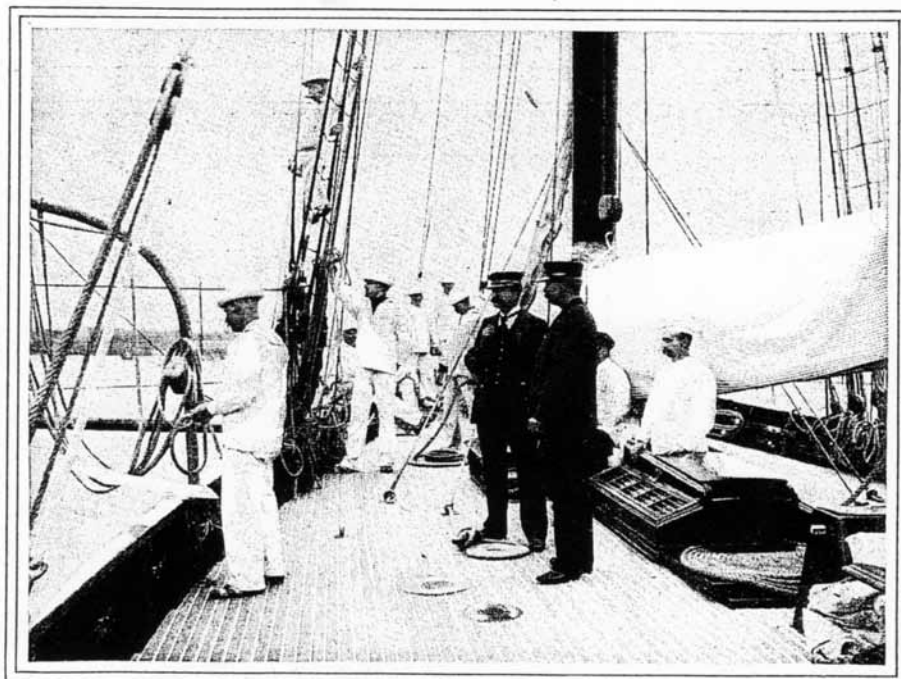
A fine American built yacht is Howard Gould's *Niagara*, which was constructed largely from her owner's own designs. Mr. Gould is an enthusiastic amateur photographer, and one of her conveniences is a perfectly equipped darkroom, where he develops the pictures he makes during his voyages about the world. It costs a hundred and twenty-five-thousand dollars a year to keep the *Niagara* in commission.

Pierpont Morgan's steamer *Corsair* is another large yacht which carries a crew of more than forty men. She is a fast boat, too, and the faster the yacht the more she costs for coal and supplies. The *Corsair* is one of the handsomest vessels in these waters. Colonel Oliver H. Payne's *Aphrodite*, John P. Duncan's *Kanawha*, J. J. Hill's *Wacouta*, Thomas W. Lawson's *Dreamer*, and Eugene Higgins' *Idalia* are all fine boats built in American yards.

### Some American Schooner Yachts

Of the best known schooners, Commodore Lewis Cass Ledyard, of the New York Yacht Club, has the fastest in the *Corona*. Originally built as a cup defender, the *Corona* is a handsome craft, and has very comfortable accommodations. Another famous two-master is the *Sachem*, the flagship of the Larchmont Yacht Club, owned by Commodore Frederick T. Adams. The *Sachem* is speedy, she has won two Golet Cups, and finely equipped as well. Among the treasures on board are the engineer's gong from the ill fated *Maine*, the telltale compass from the wrecked *Kearsarge*, predecessor of the present battleship of that name, a shell from one of the Spanish cruisers which has been turned into a boat hook handle, and many other relics which are both interesting and valuable.

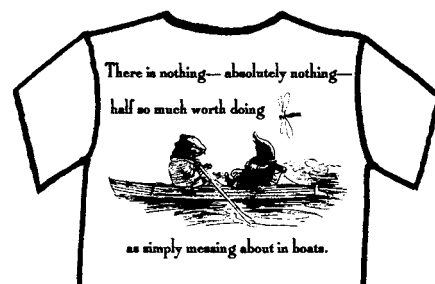
The depreciation of the value of yachts is one of the economic factors of the sport. A racing yacht in its second season is worth



A typical American schooner yacht, deck view of the *Sachem*, the flagship of the Larchmont Yacht Club, owned by Frederick T. Adams.

only half what it cost and a cruising yacht depreciates twenty-five percent. After this, it may be estimated that, for sale purposes, the value of a steamer declines five percent a year, that of sailing craft ten percent.

Yachts have to pay a premium of two to three percent a year for insurance. The fee for laying up in any basin is fifteen-cents a foot a month, figured on the overall length. Sails, spars, and rigging are stored in houses, and the charges are according to the amount of space occupied. To fit out a yacht for the season takes from three to four weeks, and the average expense is about one tenth of the original cost of the vessel.



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Let me introduce myself. My name is Chick and I want to introduce you (later referred to as “y’all”) to my various adventures, boats and characters that I’ve known over the course of 65 years or so of life, most of them messing about in boats. It’s all true as far as memory can make it. I haven’t bothered to change names, at least most of the time (only I will know when) because many of the characters have gone on to another ocean, and the ones still around really won’t mind.

Let’s just call these “ramblings” because my memory isn’t all that great, never has been. We’ll just get along as best we can if you’ll just hang in there with me. I guess the best, most logical place to start is the beginnings, y’all. (See, I told y’all that you would be “y’all”.)

### Beginnings

It all started in the sleepy little southern town of St. Petersburg, Florida, y’all will just have to take my word for that one, it WAS just a sleepy little retirement town back then. Old folks laying on the green benches and all. My Mom-to-be was on a visit from Bristol, Virginia/Tennessee. Well, I guess I’d better explain that the main street of that old mountain town straddles the state line, I think they call it State Street. You older folks may remember Tennessee Ernie Ford. He grew up there. Mom used to baby sit him when he was just a little pea-picker in diapers. Awww, there I go to ramblin’ on. Y’all will just have to forgive me, y’hear?

Back to our story. My Mtb (Mom to be) was walking along Spa beach one day when my Dad-to-be spied her. He was on a visit from Brooklyn NY (imagine the accents with that combination.) Being a wise man, he thought he’d surprise her by swimming under water and popping up right in front of her! It was love at first sight. Marriage came soon and about a year later, I came along. Born of water as the Bible says, had to throw the water in to tie the theme of the story together. I asked my folks to move me back to St. Pete when I was less than a year old.

My earliest memories, well, maybe I only remember ‘cause my parents told me, are of long drives through the Australian Pine wilderness out to St. Pete Beach. Back then the beaches were about deserted. Don’t look at me in that tone of voice, it’s all true. The story goes that I learned to swim before I could walk.

Are you guys still with me? We’re gettin’ to the boat part right now. I must have been about five or six at the time. By then we had a summer cottage in Snug Harbor on Old Tampa Bay, just below Gandy Bridge. My dad was working at a car dealership (Kaiser-Frazier, I think). One day he brought an advertising banner on a pole home from work. He mounted it on a raft he built out of scrap wood, and tied it to the end of the dock. Even back then, I loved to go cruisin’. I managed to get the knot untied, and started out across the crick toward Weedon’s Island and got scared, started wailin’ don’t-ya-know. Then Mom started wailin, then Dad started wailin’ well, probably not. Anyway, he swam out and rescued me. (The first of many times, as you’ll find out as the story winds on.)

The next remembrance I can drag up comes when I was about ten or eleven. For the next couple of years, Dad would take me and a friend out in a wooden rental boat from O’Neils Boat Basin at the end of Pinellas Point. He had his own 5hp John-rude that he

## Messin’ About with Chick A Lifetime of Messing About in Boats

By Chick Ludwig

put on it. That was before the Sunshine Skyway was built, I know, y’all thought it had always been there, didn’t ya.

My parents used to ride their bikes from the south side of St. Pete to where the ferry docked and ride it across Tamper Bay to Scary-soda. (Well, that’s what they called them back then.) Hey, I can still remember my old address from when I was a kid, 1910 Seminole Blvd. S. (no zip code then, either) HA! Maybe my memory ain’t so bad after-all. And my phone number was 728262. (And NOW what’s my phone number?)

Well, back to the story. Remember where we left off? We were headin’ off from the boat basin to Mullet Key to explore Ft. Desoto. I think it was built for the Spanish American war, but don’t quote me on that. Maybe it was earlier than that, must have been. Remember, that was before there was a bridge. That reminds me. We kids used to go out to the causeway they were dredging for the Skyway and hunt for fossils that were pumped up from the bottom of the bay. We found tons of horse teeth, parts of mastodon teeth, and all sorts of bone fragments. We’d take bagful’s home and then throw them at each other. Nope, kids were just as dumb back then as they are now.

Now where were we? Oh yeah, still sittin’ in that boat. We’d stop at the little spoil islands that were being piled up from the dredging, and pick up turtles (Diamondback terrapins protected by law now), and take them home to put in my turtle pool (Turtle Town, USA, I called it). I still have turtles in a pool to this day, all legal, so don’t get that look again!

When we got out to Mullet Key, we’d explore. It wasn’t a big-deal tourist attraction back then. We’d climb all over the fort, look at the old miniature railroad that ran around the island, peek into the old museum, check out the WWII gun emplacement on the beach, swim, and look longingly across the ship channel at Egmont Key. There was a smaller fort on that side. Together, the two forts prevented enemy shipping from sailing into Tampa Bay.

Dad would never let us go over there because the buzz-tails (rattle snakes, y’all) were so thick. Besides, there were unexploded bombs left on the island from the war. Yes I know we were never bombed, these were left from bombing practice from McDill Field.

We kids just KNEW that there was an old tunnel across from Mullet to Egmont, kinda believe it to this day. ‘Course the channel IS 90’ deep, but don’t confuse me with facts! I remember on the way back one day, the lining of my bathing suit got to itching so bad that I thought I would die. Being a shy kid, I wouldn’t say anything, just sat and squirmed all the way home. One of the longest days of my life!

When I was about twelve or thirteen, a friend took me to the St. Pete Junior Yacht Club, where we would check out a couple of prams that Clark Mills had designed for the

Optimist clubs. Yep, you got it! The Optimist pram. And so started a love affair that has lasted to this very day, sailing. Would you believe that they would let kids just come get the boats and sail them in the yacht basin un-supervised? Now, we hardly let them out of their own yard (kids, not the boats).

When my dad saw how much I loved boats, he decided it was time that I should have one of my own. One summer’s day he came home with not one, but two! (Got a real deal). Were they beautiful, to me anyhow! First I had to fix them up and paint them. The first of a long line of fixer-uppers, they were deals, remember? One was a plywood Sailfish; fore-runner to the Sunfish. A little smaller without a cockpit. We would sit or lie on top until we slid off. The other was a Needlefish, an even smaller board boat. I would sail the Sailfish, and a friend would sail the Needlefish. I still remember laying on that deck, with the sprinkled on sand non-skid, in the salt, with my acne pimples on fire! Would you believe, I actually thought I was having fun?

The only real adventure that I remember was sailing as a hurricane approached. Hurricane Donna maybe? What a blast! I don’t know how windy it was, but the wind snatched the mast, mast step and all, right out of that boat. I tried to fix it, but the poor thing was never right again, had to pull it out of the water and drain it several times a day.

The next summer, Dad brought home a fiberglass sailboat, a Moth class dinghy. The Moth is an open class, any hull design. But this was before they got so only a gymnast could sail them. It actually was a great little day sailer. Of course I had it upside down every chance I got. No big deal, you know the drill, over the side, stand on the centerboard, pop it upright, and go on about your business.

By-the-way, about now you’re probably wondering why my dad kept bringing home boats for me. At the time, I just took it for granted, but many years later I asked him about it. I had been an ADHD kid before anyone knew what it meant. I was prone to getting into trouble, and he knew I needed something to keep me occupied. Turned out, he was right. Way back at the beginning of this narrative, I told y’all that he was wise. (Took me a lifetime to learn that, though.)

So, let’s get back to our continuing saga. I had recently discovered girls. I had met one who spent a weekend next door to me at Snug Harbor and fell in love, at least I thought so. I found out where she lived; it was on the water about halfway down Tampa Bay from where I lived. One morning, I set off in my Moth, with some water and snacks, and headed to her house. (ADHD, remember). Took me all day, y’all! When I got there, she wasn’t even there! My life was over! By now it was almost dark. I had to use her parents’ phone and call my poor dad. Oh, did I tell you that I didn’t tell anyone where I was going? (ADHD) He had to drive down and get me with the trailer. We had to pull the Moth up over a seawall to load it up. Scratched it all up. My pride and joy. Dad saw that my heart was broken, so he never said a word.

So what about the girl? She became my first girlfriend, for a few months. By now I had my driver’s license. One night we stayed out too late, and got put on restriction. (Remember, ADHD) When the time was up, I went to her house and was told that she had run off and gotten married! Broken hearted again. I spent most of my teen years with a broken heart.

Somewhere along the way, I acquired a little powerboat. Well actually, I didn't do the acquiring, my dad did another of his bringin' home deals. One day he brought home a funny looking little red and white runabout, had fins, y'all. No kidding. It was called a Volksboat. For good reason too. Looked just like a Volkswagon, but with fins. You can look it up on the web, folks, if you're interested. This was sometime before the Moth experience. I and my friends learned to water-ski behind that little boat.

By the way, did I mention that the boat was only 10' long? And had seats for four? And we had a 10hp Merc on it? While we kids were trying to learn to ski, but mostly falling, my dad said he thought maybe he'd give it a try. And, dang if he didn't get up on the first try, didn't fall off either! Made us all so mad! That was the first and last time he ever skied or rode in one of my boats. He just wasn't a boat guy.

We had a ball with that little boat; blasting around the mangrove islands, skiing, exploring. I can only remember one adventure though. Oddly enough, it involved a girl this

time, too. (So what does that tell you about what young teenage boys really care about?) I was in seventh grade and had just discovered girls. You'll remember the Moth adventure. Well I was about sixteen then. But this story pre-dates that one by a couple of years.

This girl, Joanne Hood was her name (see, I CAN remember important things) sat in front of me in one of my classes. With great fear and trepidation (heck, I don't even know what that means, trepidation that is, I KNOW what fear means) I managed to find out where she lived. It was on the south side of St. Pete in a waterfront community called Driftwood. In a flash of brilliance I decided to drive my little Volksboat all the way down there. A LOT longer trip than the Moth adventure that this one pre-dates. I loaded up the boat with two six gallon tanks.

This was back in the day of the pressurized tanks, You had to pump some pressure into the tank with a little pump that was built tight in the tank. Once the motor started, it would pump air through an air line back to the tank. There was a double line that plugged

into the motor from the tank. It worked pretty well if the seals actually sealed. Some times they did too, sometimes. If not, just give the tank a few pumps now and then.

Guess we better get back to the story. Remember, I was on my way to see a girl. When I finally got to her house, and built up the nerve to knock on her door, she came out and talked with me a bit. I showed her my pride and joy, the little 10' funny looking, roundy-decked, finned Volksboat with the mighty Mercury ten horse. Then she showed me HER pride and joy. Would you believe it was a Switzercraft power catamaran with twin hundred horse Mercurs. Broken hearted again. Don't remember much after that folks, but I managed to make it back home again. On fumes. Used up both tanks. Twelve gallons to go all that way just to be embarrassed. Hey y'all, I bet twelve gallons would just about last long enough to get those big-old Mercs of hers warmed up good. Oh, never talked to her again. You just don't recover from this kind of embarrassment.

(To be Continued)

Every story requires a beginning to establish time and place. This is the introduction. My old friend John Moody, who had graduated from Georgia Tech as an Electrical Engineer, and I had been skiing and sports car driving in Europe from January to July in 1956, after quitting our Sperry Gyroscope Company Field Engineering jobs. When vacation funds finally ran low after 6 months of fun and games, it was time to return to the USA and find another job.

Because summers were notoriously hot in a New York City that had little air conditioning at that time, John decided to stay in pleasantly cool Wiscasset, ME for the summer, enjoying the Maine weather and doing some needed repair work on his mother's house before heading to New York in fall to go job hunting again.

While John and I were in Germany, he had first seen and then bought a German foldboat. The foldboat, as the name implies, folds up into two bags, a long duffel bag for the long wooden pieces and paddles and a knapsack for the hull, and seats. In Germany, where it was originally designed and manufactured, it is referred to as the "Apartment Yacht", because it fits in a closet when not in use.

The foldboat is a two-seat kayak, with a wooden interior frame and a synthetic rubber hull. It is easy to paddle, and quite fast, but John found that paddling on the Wiscasset River, where he tried to use it, was a losing proposition. If the tide was running out he could paddle downstream very rapidly but the time came when he wanted to head back up stream to Wiscasset again. Then he discovered that his foldboat speed just barely exceeded the speed of the river current with the outgoing tide. He paddled and paddled furiously and eventually got back to Wiscasset again, but it was an awful lot of exertion. He needed some sort of an "upstream against the outgoing tide on the Wiscasset River" solution for this boat.

John's answer was to buy a mechanical paddle; a 1.5hp Neptune outboard motor,

## The Foldboat

By Conbert Benneck

which was very small and light weight. His next problem became how does he mount it on a double ended kayak that doesn't have a transom? As an engineer, John came up with an ingenious solution. He would use a piece of a 2"x4" notched to fit across the cockpit coamings which could be held in place using clamps. He then had a motor mount that would hold the outboard off to the side of the kayak, next to the paddler.

With the weight of the outboard offset 2' from the center of the kayak, John had to lean a bit to the left to paddle and to keep the kayak balanced. With everything rigged, John headed downstream on another fine Maine summer day. When it became time to turn upstream again, John was going to use his new outboard motor hanging off the right side of his boat, and head back to the launch ramp at Wiscasset under mechanical power.

John reached over to the outboard and turned the handle towards him so that he could pull the starter cord. After several tries, the motor ran. But with the motor running, John suddenly had new and unforeseen problems. With the outboard offset on the right from the kayak, the thrust of the outboard motor had the kayak turning in large circles. John tried to grab the throttle of the outboard to reduce the engine rpm, but as his body weight moved to the right plus the motor weight also on the right, plus the propeller thrust, the combination of all these forces almost capsized the kayak. That problem took him a while to solve.

Finally, after doing some very delicate gymnastics; balancing the motor rpms and thrust forces vs. weight placement, and the inherent limit of his arm reach, John was finally able to gain control of the motor,

keep from tipping over, and got the foldboat headed back upstream at a speed well above the river flow rate. Now this was success!

At that time John was still the inveterate pipe smoker. He always had a lit pipe between his teeth, and that was the case during all the gymnastics and yoga exercises I described above as he tried to achieve proper motor control; to get the foldboat to head in the right direction; and to avoid tipping over.

During the trip up river John had slowly become aware that something seemed to be burning. He could smell it, but before he could investigate the burning smell, his kayak was approaching the Wiscasset launch ramp with a goodly amount of speed.

First he had to coordinate boat speed/distance from launch ramp and judge when to shut off the engine. That completed without capsizing and with the kayak finally on the ramp; he climbed out; and pulled the boat up from the water.

A group of inquisitive high school girls were standing there, looking at this strange, skinny, new-fangled type of boat with an outboard motor, hanging off the middle. As he climbed out of the foldboat he noticed the girls that were looking at him and giggling. After smiling back at the good-looking girls, John remembered the burning smell, and wondered why the girls were giggling. He looked down, and discovered that a large portion of the front of his trousers was slowly smoldering and a large hole had been burned by hot pipe ashes that had fallen into his lap, during his gyrations and contortions to control the outboard. Then he realized why the girls were giggling. What a sight he must have been.

He folded up his foldboat; put the pieces in their respective bags; put the bags on his back and walked back to his mother's house; down Main Street of Wiscasset, at the height of summer tourist season, of course. As you may suspect, John, his strange looking boat and his burned trousers were the talk of the town in Wiscasset for the next day or two.

In the three months ended February overall confidence levels in the shipping industry were at their highest levels for two years. There was improved expectation of freight rate increases over the next 12 months, particularly in the dry bulk sector, and greater likelihood of new investment in the industry. The average confidence level was 5.8 on a scale of 1 (low) to 10 (high) vs 5.6 last November.

At Hong Kong, hundreds of dockworkers demanded a 15% pay increase and better working conditions, many work 72 consecutive hours during the high season. They've been paid the equivalent of US\$167 per day for 24 consecutive hours of work, less than they received in 1997.

### Thin Places and Hard Knocks

Vessels sank: A hard luck small ship was the Indian *MSV* (motor sail vessel?how?) *Arul Seeli*, which sank about 21nm off the Bepore Port while heading for Lakshadweep Islands. On board were eight seamen and 150 metric tons of cows (20), bricks, sand and other commodities for the islands. Fishermen rescued three sailors.

Ships allided, collided and, in general, banged into things: For example, about 124 miles northeast of Yangtze River Estuary, the container ship *CMA CGM Florida* came in contact with bulk carrier *Chou Shan*. The container ship had water ingress in cargo hold #5 due to damages sustained on its port side, containers were damaged by their shifting contents and the bunker tanks started spilling fuel.

At Portsmouth, New Hampshire, the 473' tanker *Harbour Feature* picked up a load of liquid tallow and moved to a refueling dock. Mooring lines snapped and the Piscataqua River's strong currents swung the bow 90° across an open bridge. Five hours later at slack water, two tugboats moved the ship away from its pinned position against the now badly damaged bridge. (Three bridges cross the Piscataqua at Portsmouth. One is a high level bridge that has stayed free of nautical attacks. The third is under reconstruction and two small tugs have already had major problems there due to the current, one sinking.)

Ships went aground: At Colon City in Panama, six coaster-sized vessels were driven ashore when a cold front brought high tides and high winds to the port. Two seamen on one ship could not be rescued. Photos showed the former US Coast Guard buoy tender *Hornbeam* hard ashore, wave-washed and listing with the remains of an elaborately balustraded porch railing between it and the shore

Fires and explosions, of course: Somewhere between Africa and the US, a fire on the container ship *Hammonia Antofagasta* killed two crewmen. The fire was extinguished and the vessel headed toward Tenerife in the Azores.

Off Fynsha in Denmark, the unloaded bulkier *CSK Glory* suffered an engine room explosion and was taken in tow for Frederikshaven by the tugs *Svitzer Njal*, *Svitzer Trim*, and *Frigga*.

The Alaska bound tug *Gulf Titan* had to tack back and forth near Prince Rupert, British Columbia, Canada, while the local tugs *Smit Mississippi* and *Lecheval Rouge* put out a fire in containers on the barge being towed.

After an explosion blew a hole in the hull of the Sohar Port bound bulkier *Atlantik Confidence*, the master ordered the crew of 22 into the lifeboats from which they were



## Beyond the Horizon

By Hugh Ware

picked up by the tanker *Alpine Marie* and later transferred to the product tanker *YM Pluto*. The destroyer *USS Nicholas* and its helicopter coordinated the rescue. The fire ravaged bulkier later sank some 140 nautical miles off Oman's Wusta Coast.

Some people got hurt or died: The Port of Tacoma was briefly shut down in memorial after two fatalities in one week. A 48-year-old crane mechanic died atop a crane from "blunt force trauma to the head" and a 57-year-old refrigeration mechanic fell from a 5' ladder, perhaps shocked by nearby wiring. The medical examiner said the cause of death here was heart disease. Both men worked for the same company.

In Ireland's Belview port, a 22-year-old crew member on the Russian freighter *Soromovskiy 3053* accidentally slipped and was caught in the jaws of a crane grab. He was taken to a hospital in critical condition.

But others were rescued: The four Canadians on the 36' sailboat *Viewfinder* knew they had problems when the rudder unfixably broke 600 miles off Cape Verde. Authorities arranged for the tanker *Amazon Guardian* to swing by and pick them up. It dropped them off at Las Palmas in the Canary Islands and the yacht owners decided to stay here while their insurance claim was processed. They were familiar with the process, having had submitted a claim for a rudder replacement after it was damaged by debris only last November. This time, their boat was left to drift and the *Viewfinder* may arrive at the North American seaboard in a few months.

Unfortunate or embarrassing things happened: The Russian cargo vessel *Sea Star 1* had engine failure in the Japan Sea, some 60 nautical miles south of Nakhodka, and was taken in tow by the salvage tug *Lazurit*. Some 30 miles to the north, the Chinese aframax *New Alliance* was also drifting for unknown reasons.

At the Danish island of Bonholm at Nexø harbor, the small tanker *Orakota*, loaded with mink food, was trapped by a low tide. It made a cautious two-hour crawl towards the harbor entrance but had to return and wait for more favorable tides. (The *Orakota* carries molasses and anything liquid that animals might eat. Other specialized tankers carry cargoes like orange juice and wine.)

### Gray Fleets

Cleanup of the former US Navy bombing and shelling range on the Puerto Rican island of Culebra wasn't as thorough as authorities had hoped. A young tourist, believed to be seven years old, was carrying a munition containing white phosphorus while she and her family were waiting to board a ferry back to mainland Puerto Rico. She dropped it and it activated. She was burned but how badly was unknown because the family refused immediate medical help.

Removal of the mine countermeasures ship *USS Guardian* from its embar-

assing perch on the edge of Tubbataha reef was completed when the giant crane of the pipe lay vessel *Jascon 25* picked up the stern third of the warship and deposited it on a nearby vessel for transport anywhere elsewhere. (Actually, the bigger pieces went to Sasebo, Japan.) Now all that remained was to pick up the smaller debris and pay a surprisingly moderate \$1.4 million fine for damaging 2,345.67 square meters of coral at \$600 per square metre. But, as expected, heads rolled. The *Guardian's* c/o, exec/navigator, the asst navigator and the officer on watch were relieved from their posts.

Not a Gray Warship but possibly part of a nasty conflict, the freighter *Venus* was suspected to be carrying Iranian arms to Syria. Its cargo was 8,500 tons of weapons and ground missiles for the Syrian regime, a rebel source said. It was scheduled to make a "fuel stop" at a Syrian port where it probably unloaded its cargo.

Guinea-Bissau's former navy chief was plucked off a yacht in the east Atlantic and flown to New York to face charges linked to cocaine trafficking. The small West African state is a staging post for Latin American drug smuggling gangs.

### White Fleets

It was not a happy month for Carnival Cruise Lines. The sudden passage of a cold front brought 70mph winds to Mobile, Alabama, that tore the disabled *Carnival Triumph* from its shipyard moorings. The big ship ravaged the port for five hours, banging into a cargo vessel and other piers before four tugs wrestled it under control. Damage overall was surprisingly light.

The *Carnival Elation* had a precautionary tug escort when it undocked at New Orleans and headed towards the Gulf because one of its two Azipod drives had failed. However, the other Azipod unit was sufficient to keep the ship on its scheduled course.

The *Carnival Dream* lost some power generating capability while the ship was docked at Philipsburg, St Maarten, in the eastern Caribbean so elevators stopped running and public toilets didn't flush. No one was allowed to get off and Carnival flew more than 4,000 pax back to Florida.

The *Carnival Legend* had propulsion (read, Azipod again) problems that forced it to operate at a lower speed and miss a scheduled port of call.

But there was a bright side. *Carnival Sunshine* is being refurbished and will return to service as the *Carnival Destiny*. The cruise line is making significant investments to enhance the ship's backup systems and the ability of hotel services to run on emergency power, plus improvements to the ship's fire prevention, detection and suppression systems. (Carnival Cruise Lines, the largest of ten cruise ship brands owned and operated by Carnival Corporation & plc, has 24 vessels that account for 21.1% of the worldwide market share.)

Most cruises are placid affairs but there are occasional exceptions. In northern Norway, the *Marco Polo* gave its 1,100 passengers a bonus moment when it ran onto something outside Sortland in Vesterålen where charts showed plenty of water. A ballast tank was breached but quickly repaired and, after an overnight inspection, the ship continued to head for Scotland.

In New Zealand, a man was missing from the *Celebrity Solstice* when it left Port



Chalmers but he rejoined the ship at Akaroa. The *Queen Elizabeth II* arrived at Los Angeles with 84 passengers having become norovirus-ridden during a 36-night South Pacific cruise.

Several ships skipped stops at Grand Turk because of passenger illnesses after recent cruise ship visits to the island. (The last to stop there may have been the *Carnival Miracle* and the cause of illnesses may be because the ground near the port is reportedly saturated with sewage.)

The *Princess* could not dock at Bermuda due to repairs being made to the Heritage Wharf and the repairs affected other ships arriving later, including the *Riviera*, *MSC Poesia*, *Carnival Splendor* and maybe the *Norwegian Dawn* if work isn't finished in time.

The *Ventura* had propulsion motor problems in mid Atlantic and limped along while eagerly heading for a scheduled two-week refit in Germany.

The *Seven Seas Voyager* had similar problems and missed a stop.

Somebody was seen going overboard from the *Coral Princess* in mid-Caribbean and a body was recovered.

A 4-year-old boy nearly drowned on the *Disney Fantasy* and was taken by ambulance to Cape Canaveral Hospital and later flown by medical helicopter to Orlando. His family had just boarded for a seven-day cruise to the western Caribbean.

Those on small boats sometimes needed other than routine rescuing. Fifteen miles east of Elliot Key, Florida, the *Carnival Breeze* diverted five miles to become a stable platform so a Coast Guard helicopter could hoist a woman suffering from heart problems. She and her male companion had radioed for help from their 28' sailboat *Gretchen*. A helicopter rescue swimmer decided it was too rough to hoist her in a basket so both sailors were pulled aboard a Coast Guard small boat and delivered to the cruise ship. She was helicoptered ashore to a hospital, he stayed on board for some lesser medical care and the *Gretchen* was towed to Convoy Point.

#### Those That Go Back and Forth

The cross Channel ferry *Oscar Wilde's* needed five tries to offload 500 passengers and their vehicles at Cherbourg. The Channel was rough and conditions were far from ideal when the big ferry finally arrived five hours late. It failed to dock, even with tugs helping.

During the night three further efforts were made and the vessel circled outside the port until the wind direction changed, making the fifth docking attempt successful. Then the bow doors refused to open, no problem, just back out and use the stern doors. But port authorities ruled that conditions in the English Channel were still too dangerous. Unloading was about 24 hours late and the ankle of a seaman, broken when a line snapped during a mooring attempt, finally received shoreside medical attention.

After three days without electrical power because of a freak snowstorm, hundreds of shivering Scots on Arran lined up in bitter cold to take the ferry to Andossan in Ayrshire where warmth and light were available. The situation on the island was perhaps best summarized by a resident in a hamlet called The Craw who said, "We are OK for food at the moment but have a shortage of coal or logs."

The ro-ro pax ferry *Olympus* normally operates between the Egyptian port of Adabiya and the Saudi Arabian port of Dhuba. Shortly

after departing Adabiya, the ship experienced engine problems that the crew was unable to rectify so the vessel was towed back to Adabiya. There, 200 trailers with drivers on board were transferred to another vessel while the *Olympus* was repaired.

The ferry *Caddebostan* came to the rescue and removed dozens of passengers when the Turkish "tourist ferry" *Sabret* had a fire off Istanbul. Some pax suffering from smoke inhalation were taken to hospitals. The ferry was travelling between Istanbul and the popular Princes' Islands in the Sea of Marmara.

Thirty-one people were injured in a collision between the ferry *Lamma IV* and another vessel off Hong Kong island in deep fog. The other vessel was reportedly a barge and the ferry, strangely, was damaged in its rear.

In dense driving snow one evening, the vehicular ferry *Nordfjord* drove itself up on a rocky ledge near the ferry dock in Rysjedalsvika (if you're lost, we're on Norway's west coast). The single passenger and the crew of four weren't injured but had to spend the night on board.

In the State of Washington in just one day, four ferry runs were cancelled, each time because a single worker failed to show up. (One called in sick and another overslept.) A cure for the over-tight ferry manning is in the works if the funds can be found for more staff.

Also in that state, BC Ferries cancelled a couple of sailings after a woman fell/jumped off the *Spirit of Vancouver Island*. She was rescued near the Tsawwassen ferry terminal. Paramedics boarded the vessel and took the conscious woman to a waiting ambulance.

Cars ran off ferries into the water, sometimes apparently deliberately. On Cape Breton, a vehicle failed to stop as it boarded the Englishtown cable ferry, speeded up and ended up floating in Saint Ann's Bay. It didn't float for long and was last seen about 200 metres from where it entered the water due to the strong local currents.

Days later, searchers using side scan sonar still hadn't found the vehicle and then ice floes arrived to fill the Bay and that stopped all searching. The ice left about a week later and RCMP divers found the car. It was a Toyota Camry and inside was the body of an elderly man. On the other side of Canada at Gabriola Island in British Columbia, a vehicle traveling at extremely at high speed broke through a 6' high barrier gate, launched off the loading ramp and landed on the deck of the ferry *Quinsam*, which was tied up in dock. The car sped the length of the ferry and flew off the end. The water there was 48 metres deep, too deep for a RMCP dive team. Pretty sure at least one death.

In Cornwall, not far from Falmouth, a car rolled down the slipway (a steep approach road leading onto the *King Harry Ferry*) and into the River Fal on the Feock side. The elderly driver had stepped out but his wife was trapped inside. One definitely dead.

#### Energy

Two Taiwanese-German expeditions are investigating the role that plate tectonics play in the formation of gas hydrates. Producing natural gas from gas hydrates in the seabed could be particularly attractive to industrialized regions (especially Taiwan) in East Asia where demand for energy is increasing but resources within their own borders are scanty.

Methane hydrates form in the sea floor whenever enough methane is available, the pressure is sufficiently high and the water

temperature low enough. Then water molecules create cage-like structures that capture large quantities of methane molecules. The formation of hydrates can also be fostered by plate tectonics when one tectonic plate is pushed under another. That compresses huge quantities of sediments and natural gases and fluids escape through these sediments to the sea floor, forming gas hydrate on the way. "The amount of energy that is stored in natural gas hydrate in the oceans exceeds the presently known oil and conventional natural gas deposits by far," said one authority.

#### Metal-Bashing

Drillers sought oil as far back as 1979 off Australia and found gas that couldn't be transported to a market, they lacked the technology to extract gas from waters more than 3,000' deep and pipe it ashore for conversion to LNG. Now, two companies will build floating platforms to process and chill the gas to liquid form. These monster FLNG (floating liquefied natural gas) vessels will probably never enter a local port.

The Shell vessel, at 1,600' long and 242' wide, will weigh about 600,000 tons when fully loaded. (A *Nimitz*-class aircraft carrier is 1,092 feet long and weighs about 100,000 tons.) It will be operational by 2016 at a cost of about US\$12 billion. ExxonMobil's barge will be much the same with gas fed into its super chilling system from an initial seven production wells (to be drilled in 2018 and 2019) with five more wells drilled later. Production should start in 2020.

#### Odd Bits

The research vessel *Falkor* was routinely sonar scanning the bottom of the Gulf of Mexico about 200 miles offshore when it spotted an unexpected object. A ROV found the wreck of the fishing vessel *Katmai* some 8,920' down. The brand new Alaska bound FV had disappeared in February, 1972 along with its owner, his wife, their eight-year-old son and a deckhand.

Queen Elizabeth I dispatched a ship to France in 1592 but it foundered off the island of Alderney in the Channel Islands. Researchers found an oblong crystal in the wreck. It was Iceland spar, a transparent, naturally occurring calcite crystal that polarizes light and can be used to get a bearing on the sun. It may have been used as a navigation aid by Viking mariners and that use may have continued into Elizabethan times.

#### Head-Shaker

At Los Angeles, a mechanic tried to add realism to a heightened awareness drill by providing a fake bomb made from metal oil filters, batteries and wires, all bound with silver duct tape and black electrical tape, with a note attached to the bottom reading, "this is for the drill." He was fired and authorities want him to pay the expenses for proving the fake bomb was a fake.



Eccentric people live, on average, three years longer than conformists, or so it is said. I suppose there is a stress in maintaining conformity that has a subtle effect on health. This may be of some comfort to me when I paddle out to my putt-putt in the odd looking mud skipper.

When the Waterways Authority booted my motor boat from its comfortable life on a running line to a mooring, I had a problem. Down the end of Baden Powell Road at Brooklyn is a gravel boat ramp leading to a waterway appropriately called the Gut. I say appropriately, as, at anything below half tide one staggers from the water, through glutinous mud and silt, to get to the ramp. This was where my boat was to be moored.

I have already made the mistake of attempting to swim ashore from my new mooring. Unfortunately it happened to be low tide. All went well, until I got to the mud. My leg managed to drive its way so far into the mud that a tremendous suction resisted all further movement. The only option available was to plant the other foot in front, lean down hard and hope the other would release. After about 20 seconds the rear foot released suddenly from my sneaker and the mud, and I was face down with the front foot more firmly planted than ever.

After a few goes at this, I managed to change to a crawl with my shins providing resistance to sinking at the rear and the container with my possessions floating the front half of my body. About 10 minutes later I managed to make it to the gravel ramp covered in mud from head to foot. A lady in a nearby house observed this, regarded my appearance, and walked inside in disgust. I thought she might at least do the humane thing and hose me down, but no, such an incompetent wretch had got his just desserts.



I had seen something similar to this happen at English Harbor in Antigua. A yachtie had staggered drunkenly out of the Admiral's Inn to return to his yacht. Unfortunately Admiral Nelson had built a stone lined pit for seasoning masts across his path, and it was now heavily silted up. I arrived to find this chap had stumbled into the pit in the dark, and, was repeatedly falling face down into the black mud.

There was a variation on this theme as he would occasionally and creatively fall sideways and even backwards so that his body was very evenly covered in the black, stinking silt. He had a much more appreciative audience than I, as a group of locals were holding their stomachs in mirth. I got the feeling they thought him a jolly fine chap. The victim eventually managed to climb out, almost invisibly black in the night. I last saw him stagger off into the dark muttering volubly to himself. For



## Mudskipper

By John Murray

some people this is not a joke. For instance a rather heavy chap needed three people to rescue him from the mud in the gut, and a drunk friend of mine thought he was going to die on a cold winter's night after he became stuck in the silt trying to retrieve his dinghy. This was all food for thought. I had been spoilt. Now I had to acquire a tender.

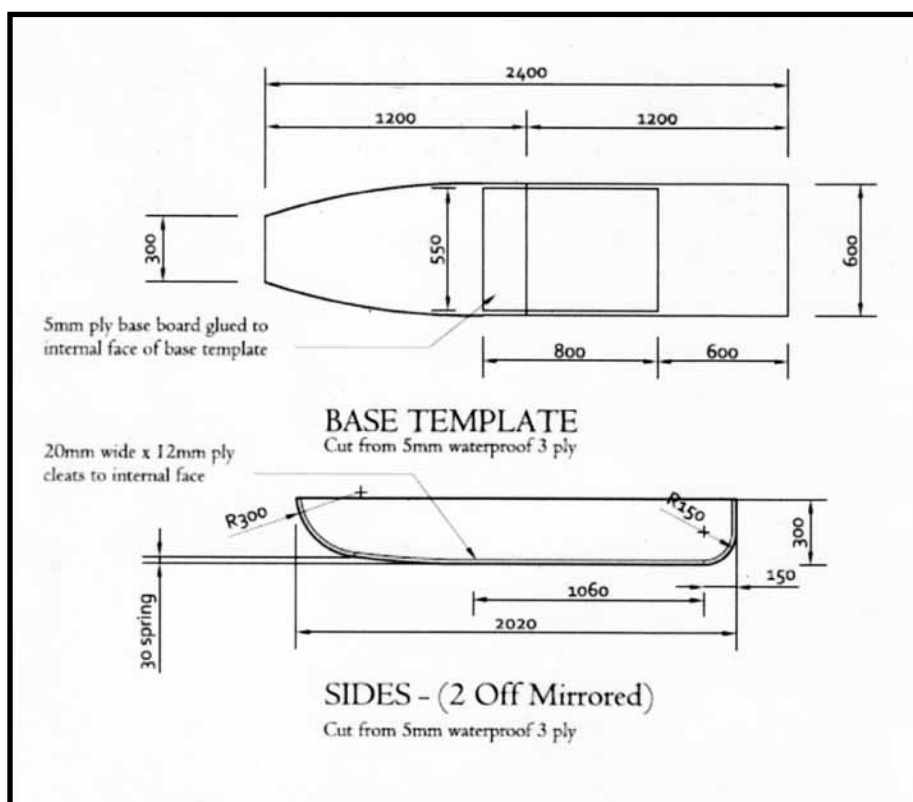
My Herreshoff rowboat was too big and valuable to use. A dinghy was a hassle to acquire and carry. It also needed oars, which would have to be secured against theft. A canoe needed a paddle and had to be acquired somehow. Aiding my thought process was a small canoe that I had hand paddled as an emergency tender on my trimaran. I had been thinking about a design like this for some time. An old mate, 'Moo', had observed once, that building a boat is 95% thought and 5% action. Following this principle I spent the next month mulling over the basic requirements leading to its design.

Not far from the ramp sheltered under a forest of large malaleukas and resting on a fence lay 20 mouldy tenders. I must find a spot among these. So I lay down the following parameters:

1. Must be small, light, and easily carried by one person.
2. Designed to load one person up to 100kg. (220lbs).
3. About two metres (6'7") long and use one sheet of 8'x 4' ply.
4. Wide enough to be stable and carry a load but not too wide to hand paddle.
5. Flat bottom to skid over the mud and be stable when loading.

The design I set my sights on would be made out of 3/16" ply, two metres long and half a metre wide. But would it have enough buoyancy? This calculation, thanks to the metric system, I was able to do in my head. A litre is a cube with 10cm (4") sides and each litre of water weighs one kilogram. The bottom area of the tender was to be 2m or 20dm (dm is a decimeter or 10cm) by 0.5m or 5dm.

Thus the bottom area would be 100 square dm (20dm x 5dm). So if the ten-



der were depressed 1dm (4") in the water it would displace 100 litres and support 100kg. This seemed okay so off I went to buy a lump of waterproof 8' x 4' three ply 3/16" plywood.

The beauty and simplicity of this project would be that it dispensed with frames, stringers, seats, oarlocks and paddles. The front of the tender would be bargelike with the ply curving up to the bow and the same happening but more severely at the stern. The grain of the ply needed to run across the hull for stiffness and allow for easy bending at the ends. This meant cutting across the sheet and joining with butt strip in the middle. This join would provide extra stiffness at the sit.

After some examination of shoulder widths and arm lengths I decided that the bottom of the tender could be 60cm (2') wide. The sides of the craft sloped in at an angle of 10° so that they would not interfere with the stroke. However I have found that the natural position of the arms during the stroke do not necessitate the slope. The following design uses vertical sides to slightly improve ease of manufacture, buoyancy and stability.

The building process described applies to the design drawings that follow, so the craft was duly constructed. This was simply a matter of:

1. Cutting the ply to the correct dimensions, making sure the grain ran across the beam and making sure the grain was vertical in the sides.

2. Joining the two 4' bottom sections together with glue and butt straps and repeating this process with the two side sections.

3. Nailing and gluing 20mm cleats to the side sheets. Using 1/2" ply where the curved sections occur.

4. Attaching the sides at the appropriate point of the bottom with glue and screws.

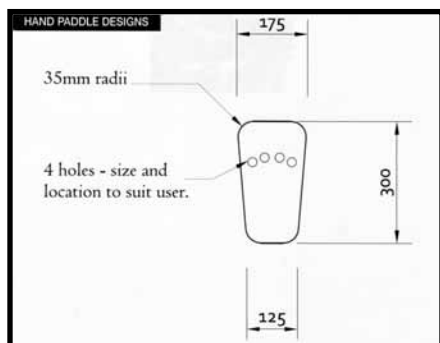
5. Bending and attaching at the ends. This was aided by a loop of rope around the length of the hull. Clamps were used at the end until the glue set.

6. Finishing off by attaching 20mm gun-wales and gussets around the top of the hull

7. Fibreglassing using vinylester resin and light fibreglass cloth.

The craft was now put to the test. Yes, it was light enough to easily carry at nine kilograms and it was adequately stable, but, hand paddling was a bit inefficient so a set of hand paddles was made. Using two fingers in the paddles seemed to work quite well. A small fin was bolted to the rear side for directional stability but it made little difference. Directional stability was okay probably aided by the slab sides depressed into the water.

With a water line length of two metres, a displacement speed of 3.3kts could be expected so very little power was needed to achieve this. Some skill was needed to get into my little putt putt but a larger boat allows for the paddler to pull himself up quite easily.



And yes, I was asking the same question, is it seaworthy? Well it did survive the kilometre paddle to Dangar Island and back braving the power boat washes and all the curious boating commuters who insisted on inspecting the strange craft.

One lady towered over me, whilst asking me what I was up to. How do you explain that, in one sentence?

Now for the mud test. If successful I would no longer have to worry about the tide when going for a run. It was quite an expanse of mud to negotiate. Getting in was easy. Then with the fists pressing down and back, off we went. Sandy mud is a bit sticky, so I altered course for the wetter and siltier mud and off we skidded down to the river's edge.



So far, many outings have been successfully concluded, the only problem being cleaning up, which has been effected by having a gallon of water on hand. It is a one-man craft so the *Brunkenkunjekrub* must be fired up and guests picked up at the public wharf at Kangaroo point, or at the ramp on high tide. To tell the truth, I have become very fond of my little craft which fits into my concept of minimalism.

So there you go, what do I call it? *Bath-tub* or *Mudskipper*. No! Now I've got it, from now on it is to be called *Minimal*. In fact I'm so pleased with it, I think I will make sure its name goes on the stern.

## The Wreck of the *Brunkenkunjekrub*

I am often asked where I got the name for my wonderful, single-cylinder, hand-start putt-putt. Here follows the poem as recited to me by my friend who is known as "The Count of No Account". I have not been able to find the source of this poem but have seen it elsewhere with one verse missing.

The brundub thunder snarched above  
The swissling biferous sea  
While drimble mugfrubs blooked the screw  
And swunglers klunked in glee.

Twas the brunkenkunjekrub  
That shoddled in the blast  
The mugfrub fierce had blooked the screw  
And swanglekrancked the mast.

The fledled few that held the deck  
Were streely wheeled with fright  
For, Oh! The fearful swankterbosh  
Came squirdling through the night.

They saw the unkterspronks at play  
Their souls in horror shrunk  
The unktersponk, the swankterbosh  
The hootlejumpteunk.

And as the stykled ship went down  
The swankterbosh drew nigh  
And morgled them by twos and threes  
A glumbious way to die.

He slorpelgised the lot  
And then the hootlejumpteunk  
Came at him with a stirkrous yell  
And horched him with a krunk.

It takes some time to learn and I would sometimes recite it to kids when I was on playground duty as a science teacher. After one recital a young girl asked me; "What was that about Mr Murray?". I was so amused, I did not respond. Damn! I should have, she was being innocently unpretentious.

(John Murray built his yacht *Unbound* and circumnavigated the world between 1969 and 1975. He has worked as an industrial chemist and science teacher. He has invented and manufactures the Gaco gated rowlock ([www.gacooarlocks.com](http://www.gacooarlocks.com)) and also makes oars and rowing boats. He lives near, and boats in, the beautiful Hawkesbury River near Sydney, Australia).

## "Untender" Tender

By John Murray



I am drawing up plans for my "Untender" tender that is easy and cheap to build, is much more stable and a much better load carrier than conventional tenders. My friend Caravan Leghorn is pictured herewith seated in the back of the prototype that we built. He is very happy with it as even as a non-boating person.



L. Francis Herreshoff is most famous for designing the H28 cruising sloop and the beautiful and successful *Ticonderoga*. The latter was designed as a 72' cruising boat which went on to become a famous racer that broke many sailing records. He is regarded as the Da Vinci of yacht design. Here he describes his thoughts leading up to the design of the Herreshoff rowboat.

The wherry he refers to was a type of boat that was traditionally used for carrying passengers or cargo on rivers and canals in England. In 1820 there were 3,000 wherries plying the Thames while only 1,200 hackney coaches serviced the same area, presumably because of the lack of roads. The following is an extract from his book "The Common Sense of Yacht Design":

"In my youth and before, the boat builder's trade or profession was looked on as a craft quite apart from that of a ship carpenter. This difference was perhaps as great as that between the work of the house carpenter and the cabinetmaker. While the ship carpenter has always looked down on the house carpenter as a wood butcher, still both of their trades have several branches requiring different degrees of skill, for the stair builder who does a fine job on a spiral stairway deals with as many curves and bevels as the ship carpenter.

However the framer, the roofer, the floorer and the lather at present time require no other credentials than a union card, while the planker, caulker, outboard joiner and the spar maker need, besides the union card, several special tools and considerable skill, in fact so much that I rather look askance on those who lack a few gray hairs. While a recent incumbent as president has suggested that all workers should be retired before they reach the age of skill, I must say that the best ship carpenters I have known were nearing four score.

I remember one of these old fellows who used to work at the George Lawley Company who could get out an irregularly shaped piece like the corner of a deckhouse from very few measurements. He would scribe on a piece of pine the crown of the deck, the slope of the sheer and a few other bevels, and then retire to a bench where presently, with the aid of a draw knife, a chisel and a jack plane, he had shaped a piece of mahogany that fitted perfectly, in fact after it was driven in place and anchored with a key, it would be hard to slide a piece of paper into any of the several seams.

Some of these old boys lacked two or three fingers, for during their apprenticeship of some fifty or sixty years they had lost one perhaps every twenty years or so, but it seemed to have no effect on their skill. I remember one very well who had the thumb and middle finger on his right hand and those digits had grown to unusual proportions so that the hand resembled a great lobster claw, but it could connect with a plane or saw as well as any hand, in fact generally when it made contact with any of the ship building tool it sounded rather like the coupling of two freight cars coming together, for some of these men had grown as hard as the oak they had been working for three-score years. They had acquired the colour of oak and gave off about the same pungent acid smell. Yes, some of them were tough all right. The temperature and weather made little difference to them. They would stand a surprising amount of abuse from anyone they respected, but let someone try to boss them who did not know a cant frame from a knighthead and they would

## Origin of the Herreshoff Rowboat

By John Murray



soon kick over the traces. They were about as docile and easy to handle as wild bulls.

When my father was in his old age and had been running a yacht yard for some seventy-five years he told me once that if he could get together a handful of good ships carpenters (he called them 'old fashioned mechanics') he could build yachts better and cheaper without any power tools than with a whole shop filled with moulding machines, cutting off saws, buzz planers and morticers, for as he said, 'The old fashioned mechanic could get out a piece of work right on the job with his adze and jack plane without walking to the buzz planer, the band saw and the moulder. Nine chances out of ten the old fashioned mechanic will have his part fitted in place before the modern mechanic has adjusted the cutters in the moulding machine, and what's more, it will be a wood to wood fit which the young man can't do any more since they have lost the use of their hands'.

The reader may say, 'Well, there are no old fashioned mechanics anymore,' to which I will say, 'I think you are mistaken. The real trouble is that the modern efficiency expert does not understand them and the young boss can't handle them, so they are let go.' And this is a real shame for both parties suffer. The worst part about it is that if you let the old fellows die in the traces they will live to a very old age, but when they are retired they usually crack up in a few months.

I want to apologize to the reader for taking so much of his time, but I would like to have him see the difference between the ship carpenter and the boat builder, for the latter builds the small craft that we are about to talk about in this chapter. I wish it were in my power to write something about the boat builder so you would understand him better and have a higher appreciation of his work. He is quite a different fellow from the ship carpenter. As I have said before, he is in the nautical world what the cabinetmaker is to the landmen. He uses many of the same tools and quite often works in the same varieties of wood.

The ship's carpenter's tools are quite large and heavy and his kit usually contains a broadaxe, an adze, a slicker (a very heavy two handed chisel), several mortising chisels, a smooth plane and several jack planes, and of course a grease pot, for a judicious use of lubrication on the bottom of a plane, spur of a bit, or even on the edge of the chisel will sometimes increase its efficiency fifty per cent. There are the rip and crosscut saws

that he lubricates with thin oil, besides one or two smaller hammers, a top mall (a conical shaped light sledge), and the ship carpenter is the only one who can use this particular tool without causing damage to the surrounding woodwork. However I must say that I have seen ship carpenters who could do a great variety of work with very few tools.

The boat builder's kit is quite different and may easily contain one hundred items, some of which are quite expensive, for beside all the cabinetmaker's tools, he has several tools peculiar to his trade, most of which he has to make himself. His gouges, chisels, plane blades, etc., are generally fine English steel and he is a great connoisseur of tools, all of which he keeps in a chest of rather gaudy but fine workmanship. When he builds this casket to contain his thousand dollar kit he casts his natural good taste to the winds and allows his imagination full play. This tool chest may have been built up of alternate layers of cherry and white maple bounded in rosewood, with brass corners and edges.

The boat builder is generally a gentle, quite sensitive, man and very much of an artist; in fact, though few seem to know it, his work of a much higher order than that of the cabinetmaker. His creations must be able to withstand shrinking and swelling when left soaking in the water. They must be strong and light. Almost every part of his product can be seen inside and out and therefore every part of the product of the same quality, which is quite different from the cabinetmaker's work, for if you look at the underside of a table or the carcass and frame of a cabinet or high-boy you will see some surprisingly poor and slipshod work. The boat builder can easily turn his hand to cabinetwork and excel the cabinet worker, but the cabinetmaker cannot do strong light boat work. The boat builder builds rowboats, tenders, dinghies and lifeboats, sometimes canoes and rowing shells, but in this country the latter are usually built by specialists who could hardly build a tender that could stand any abuse.

That the boat builder excels all others as the maker of wooden planes there is no doubt for, besides making his own planes, he often makes them for the ship carpenter and occasionally for the cabinetmaker. These planes that he makes will throw a shaving right up over one's shoulder. When his planes are sharpened right, cap iron set right and lubricated properly, they will push with little effort. They do not make a tearing noise like some other planes but rather a pleasant swish, like a small wave breaking under the counter.

The older boat builder used to be able to set up a shadow (mid-ship section mould) on top of his keel with the stem at one end and the sternboard at the other and plank a rowboat up mostly by eye. Of course this could only be done with a lapstreak boat where each plank, as it was sprung in place, was fastened to the previous plank with rivets or clenched nails. This was a remarkably cheap way to build a boat; still some of them were very good and lasted a long while.

Before 1900 many of the sections along our New England coast had slightly different methods of building, and about this time I myself was working in the rowboat shop, so these methods seemed very interesting. The seined boats built at Gloucester (and some were very nice) were quite different from the whaleboats built at New Bedford, while the yacht tenders built in Massachusetts by Lawley's differed in almost all details from those



Figure #354: Wherries of about 1820.

built in Rhode Island by the Herreshoffs. About this time the small boat was beautifully built and every part, model, construction and internal arrangement was for some specific reason the result of much experience, and, as often happens, out of perfect adaptation to use came beauty.

To me the seine boat, the whaleboat and some of the tenders seemed works of art seldom equalled in any man-made thing. Yes, they were nearly of a quality to equal the Elgin marbles and I must admit they said much more to me. We in the thirteen original states were lucky to have our skill in boat building handed down to us from several countries, for besides England and Scotland we have been influenced by the Dutch, French and Nordics, all of whom were among our early settlers.

However the small light rowboat was perfected in England and for centuries that country has looked upon rowing as a manly art. No doubt the English inherited their love of rowing from the several Danish invasions and, being a sporting nation, they have always held many rowing races. I believe England acquired her skills in boat building from the Dutch, just as she inherited much of her art of cabinetmaking from that talented nation, and so after 1600 or 1700 England was excelling all other nations in boat building and cabinet work. She did this because she adopted simpler and better designs and because her subjects appreciated downright honest workmanship. Anyone who reads Pepys' diary can see that a great deal of travel about London and southern England during this time was by barge and wherry. This was about 1660, and for the next two hundred years the rowboat in various forms was a very important

part of English life.

Figure 354 shows some wherries of about 1820. This is a contemporary etching by E.W. Cooke. Figure 355 shows some larger craft, the so called stationers barges, which were used on the Thames for several centuries on state occasions. This latter is an etching by Henry Moses, as is figure 356 which shows a sailing match of August, 1824, and you will note that the rowboats rather dominate the picture. Of course many of the English wherries of the nineteenth century were owned and used by professional watermen who took passengers from place to place in sheltered waters, for the wherry was on the water what the hackney coach was on shore. So, together with the privately owned wherries, gigs and scull, there must have been work for several hundred boat builders constantly from 1600 to 1900. I am only telling this so the young designer can see where and how the skills in light boat building came about.

In this country we also had many rowing clubs between 1860 and 1890 but as usual we rather went to extremes, so that the racing scull and the shell were the most in vogue. This sort of craft was easily damaged and not fit to land on varied shores, so these defects rather interfered with their usefulness for a pleasant day outing. It is too bad that we never developed a good all around rowboat similar to the type so popular at the present time in Holland and Germany, for almost nothing will give a person a greater feeling of wellbeing than a good long row.

It is strange so many Americans cannot visualize that there is a place between the racing scull and the heavy ill-shaped rowboat of several hundred pound's weight, but a row in a boat that is of less than one hundred pound's



Figure #355: So called stationers barges.

weight and about seventeen feet long can be most pleasant. In a rowboat you are propelled without any noise or expense of fuel; you can explore shallow water regions without damaging your propeller. If it becomes a little cool you can keep yourself warm quite easily. In fact, rowing in temperatures nearly down to freezing is very comfortable. While it is true that rowing races are apt to shorten one's life, still rowing for pleasure will greatly lengthen the life span. But best of all, it will reduce the waistlines.

Rowing in general seems to have started its decline soon after the bicycle came into popularity during the 1890s. Then the motorcycle and the automobile caused a great rush for the highways, but now that the rush is away from the highways it is strange that the rowboat and the wherry have been almost entirely overlooked. Perhaps the principle reason is that we have not had sensible rowboats of late years, but one like the Herreshoff rowboat would be a good sea boat, very easy to row and not difficult to plank up. You see she is quite different from the so-called St. Lawrence skiff which has been the usual type of rowboat in this county for the last sixty years, but the St. Lawrence skiff is too straight along the garboard to row easily or turn quickly in a sea. She has too hard a bilge to build easily and is consequently expensive. She is too narrow at the gunwale to use with long oars and too heavy for every purpose.

Perhaps the only hope of having the rowboat again become popular is to encourage the fair sex to take an interest in it, and I am sure if they realized how pretty a girl looks when she is rowing they would again take to the oar. If they realized that there was nothing in the world better for them, that

Figure #356: Sailing match of August 1824.



would help too, for if getting out in the sun-light is beneficial, certainly a light exercise in the sun at the same time is far better than lying in the sun acquiring a headache and layers of fat on parts which are unbecoming.”

John Gardner's Contribution

John Gardner is a highly thought of small boat designer and builder. He has developed the concept proposed by Herreshoff and his modifications and rationale are described in his book, *Building Classic Small Craft*. Here follows a summary:

In 1955 Alan Vaites made a rowboat to the Herreshoff design. According to Vaites (in *Rudder*, January, 1955) the boat was at least twice as fast as an ordinary rowboat and would outdistance anything under oars except racing shells. However he did point out that, when the boat was pulled straight on into a steep chop, her sharp bow tends to knife into solid water.

John Gardner commented about the above problem as follows; “this boat as originally designed, did not have much buoyancy in its ends. What I have attempted to do is to add buoyancy and lift but without slowing down the boat by spoiling Herreshoff's fine entrance at the load line. I do not say that the boat as now revised will not take water in a head sea, but I believe it will take considerably less.”

This was the boat I saw my friend Jim Rae building on Dangar Island. I had been determined to design and build a superior commuter boat than we were currently using. However I could see straight away that this was a design that I could not improve. The problem with most rowing skiffs was that the need for stability required a fair water-

line beam amidships causing problems with wetted surface and wave making. With this boat, the flat bottom with its inherent stability allowed the desired narrower waterline beam. Furthermore in the building of the fibreglass version of the boat I have been able to concentrate the strength in the bottom with sandwich construction and allow the curvature of the sides to permit a thinner layup. As well the seats are moulded into the sides for further strength and buoyancy. This has resulted in a boat that weighs in at 32kg. (70lbs) This is considerably less than the 100lbs that Herreshoff had envisaged.

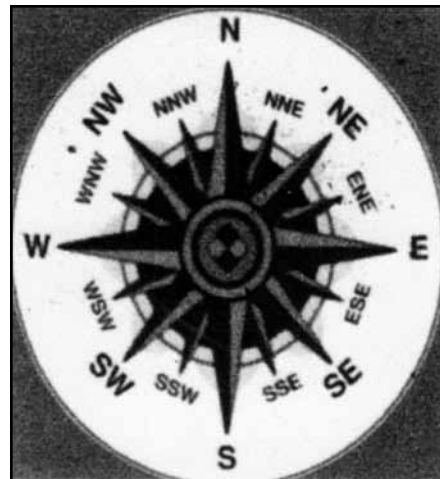
I often refer to the boat I build as a Swift Dory but would be best described as a Gardner modified Herreshoff rowboat. A proper dory has flat bottom and flat sides so the design is not really a dory but can be described as a semi-dory.

Alan Valises regularly rowed his Herreshoff rowboat across the mile wide harbour between his home on Mattapoisett Neck and Burr Brothers' Boat Yard on Neds point in Massachusetts. His comments on the boats performance were as follows: “Frequent trips across the harbour indicated a top average speed of 6mph (5.2kts) with ordinary 7-1/2' oars and a stationary thwart. A speed of 4-5mph could be kept up indefinitely, and short bursts of 7mph (6.1kts) are possible. With spoon oars and a sliding seat she would undoubtedly do better.” (Excerpt from *Building Classic Small Craft* by John Gardner).

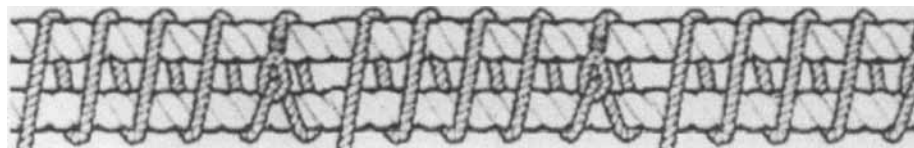
The record for our race around Dangar Island implies an average speed of 5.6kts (6.44mph). This speed was achieved by an extremely fit young Asher Ashwood using spoon (“turbo”) oars. I have no doubt his top

speed would be in the order of 7mph (6.1kts) as recorded by Alan Vaites. I do not agree that a sliding seat would improve the time for three reasons. Moving the weight so far back and forth in the boat and the extra time between strokes will cancel out the extra power available. Furthermore attempts to drive the boat too far above its design displacement speed of 5.6kts will result in wasted energy. However I have noticed that there is a sliding seat version of the Swift Dory commuting on Dangar Island and will try to have it entered in next year's race, to see if I can make a liar of myself.

Thanks to David N. Goodchild of Shellbacks Library ([www.dngoodchild.com](http://www.dngoodchild.com)) for permission to use extracts from *The Common Sense of Yacht Design* by Francis Herreshoff.



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# Happening on the Hudson

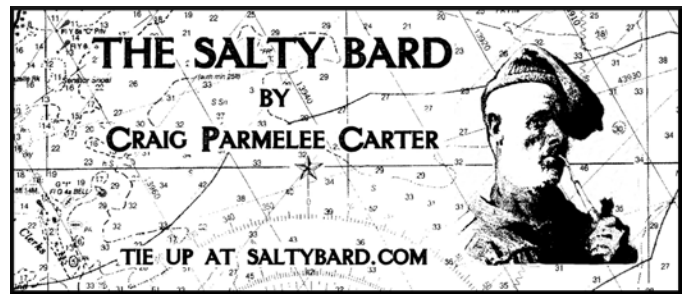
By Dock Shuter  
dkshuter@earthlink.net

Look what we found by Magdalen Island on the Hudson across from us the other morning (our place has the willow tree on the far shore in front of the barge, 2nd pic). Happened around 2am. Last pic shows the forlorn tug left behind, after the others left, "what'd I do, oh, what'd I do?" Clearly a case of Magdalen failing to alter course.



## The Official Story

A barge being towed northbound ran aground about two miles south of Saugerties, NY in the Hudson River late on Thursday afternoon. The Coast Guard reported that the barge *Tim M* was being towed by the *Captain Zeke* tug up the river when he ran aground, partially filled with water and tipped into the river. The tug was pushing two barges. The other was not damaged. There were no injuries. The *Tim M* was carrying dirt, a Coast Guard spokeswoman said. It spilled into the river.



## Thoughts On Selling

Those thoughts are returning, the season at end  
I've lost the yearning, upon which it depends  
Should we continue to keep her, with much cost I fortell  
Or should we accept that it's time we should sell.

We've had our adventures, that much is true  
But marinas aren't cheap and the options are few  
Over a barrel, it seems they have us  
To own a boat these days you have to be flush.

The winter is long, and the spring far away  
It's getting colder and darker each day  
It's time we should haul her, the storage is paid  
But maybe we'll wait - should an offer be made.

It's really perplexing, and much sleep is lost  
It's hard to accept it comes down to the cost  
I study her lines and again I'm in love  
Whoever designed her had help from above.

Her sheer line so fair and her buttocks just right  
Her bow is quite plumb and her tumblehome slight  
Many a comment she draws at the docks  
An offer to buy her occasionally knocks.

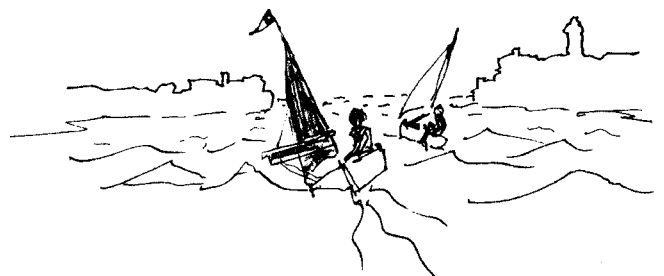
But how could we sell her, she's really our home  
We've sailed her all over - she loves to roam  
Through wind and through storm, she has been there for us  
In comfort and safety and never a fuss.

We decide that we'll keep her, at least one more year  
A storm approaches, Oh man, didn't you hear?  
It's Hurricane Sandy and all will be hell  
We double the docklines, God, why didn't we sell?

We've done all we can, so we kiss her good-bye  
We check the insurance - deductible's high  
We'll probably lose her, a very high chance  
The press is ecstatic - they're wetting their pants!

She came through alright, to make a long story short  
Not a scratch on her, she's built like a fort  
We were really quite lucky, that she was spared  
But I'll tell you, dear shipmates, Oh boy, was I scared!

We're glad that we kept her, it's all good for now  
At some point we'll sell her but don't ask me how  
I'm sure all you skippers will get what I wrote  
Don't try to tell us she's only a boat!



This 14' canvas covered sailing canoe suitable for home construction has been adopted as a one-design class by the Clyde and Forth Canoe Clubs.

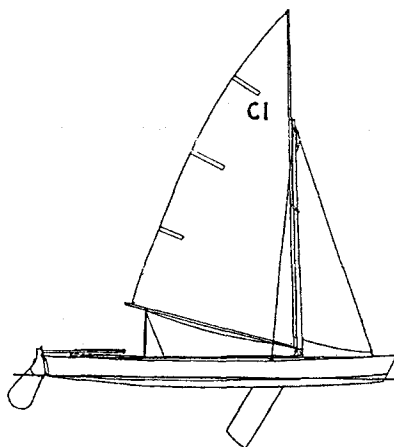
In August, 1937, a varied fleet of paddling canoes landed at the jetty of the Clyde Canoe Club on Loch Lomond. This "invasion" was composed of members of the Forth Canoe Club on their extended summer tour, during which they covered three hundred miles. None had previously visited Loch Lomond and much interest was shown in the Clubhouse and the craft in the canoe shed. Amongst these was one vessel of particular interest for, besides being the only canvas sailing canoe, she had the distinction of being in her third incarnation.

She was designed, built aboard, and sailed from, one of His Majesty's warships. Transfer of the owner to a shore establishment resulted in her dismantling, and subsequent reconstruction and sailing at Deal, while a return to civilian life caused the second "unscrewing," and a few months later she was reassembled and sailing on the waters of Loch Lomond.

This, shortly, describes the history of *Joy*, the direct forebear of at least a dozen canvas canoes. She is 12'9" in length with a beam of 31-1/2". These odd figures are the result of being designed to three-quarter size of the International Canoe Class. The hull is "sharpie" in form and lightly but strongly constructed of Borneo mahogany frames with elm stringers. Two watertight bulkheads form compartments fore and aft and the sheet iron centre plate weights about 25lbs. The sail area is 50sf in an efficient sloop rig and, although undercanvassed for light weather, it proved just right for the fairly heavy conditions she was designed for.

## Clyde & Forth One-Design

Reprinted from *Paddles Past*  
Journal of the Historic Canoe  
& Kayak Association (UK)  
(Reproduced from the September, 1938  
edition of *The Canoe and Small Boat*)



This profile and sail plan gives a good idea of the lines of the canoe. The total sail area is 70 sq. ft., 52 sq. ft. of mainsail and 18 sq. ft. jib.

### Fast And Cheap

She sails well and is extremely fast in strong winds when she gets an opportunity to plane. Her cost cannot be accurately gauged, as so much of the material was obtained gratis, but is estimated as about £6, all told.

This, then, was the craft which caught the keen eye of the visitors. They were inter-

ested in a canoe which could be cheaply built, was easily transportable, would sail well and would be fast. These requirements were talked over and a month or so later it was resolved to draw out a design. The length was fixed at 14' to allow of easy accommodation in a railway van, and the beam at 36". The cockpit was made 5' between watertight bulkheads, this figure giving ample working space and room, if required, for two people.

A hard-chine hull was again decided upon as making for cheapness, ease of building and strength. The deck plan was modified slightly to negate the necessity of any steam bending of the gunwale stringers, as this would be an undesirable feature for amateurs. As will be seen from the lines and plans the canoe follows the "deep chested" form perfected by Uffa Fox in his canoes and dinghies, with the greatest keel depth about one third of the way aft, followed by a long flat run. The chine is clear of the water forward, is immersed about 11" at its deepest point and terminates on the waterline aft. Because of this point the fore and aft trim is intensely important in sailing, and for best results weight must be adjusted so that the after chine is kept just on the water level. It pays to sail her as nearly upright as possible.

Scantlings are relatively heavy and, when completed, the hull is unusually rigid, and hogging and sagging are virtually impossible.

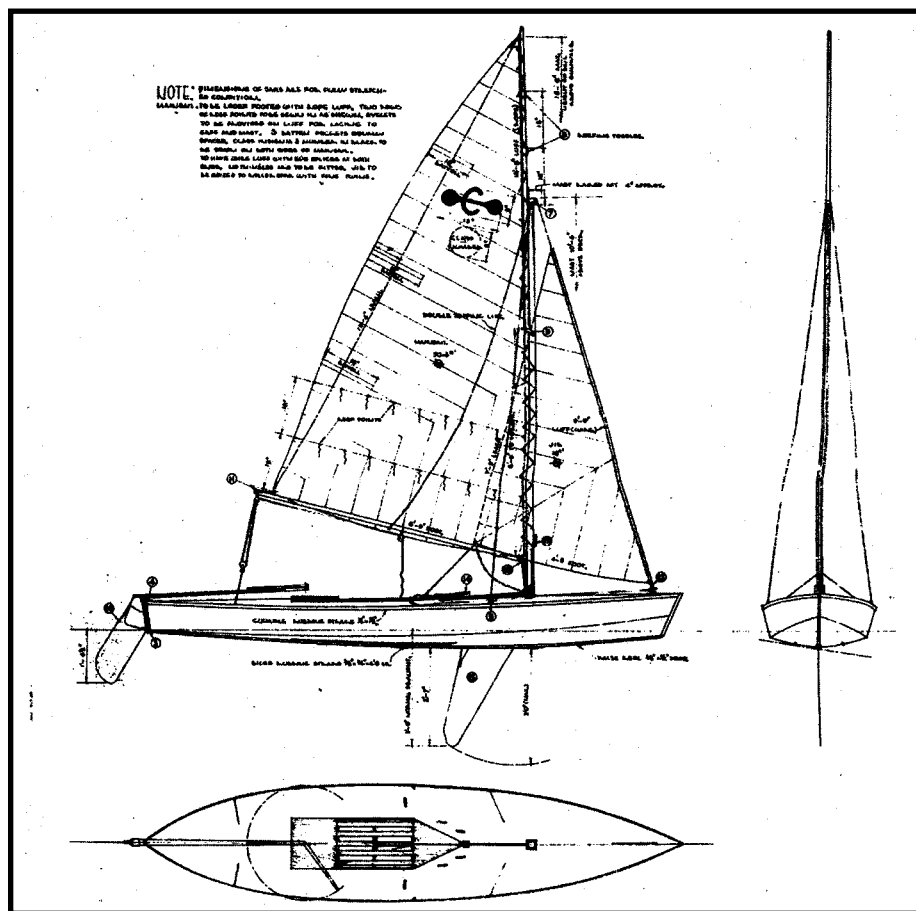
Construction is largely of Philippine mahogany with ash stringers. Watertight bulkheads are fitted at each end of the cockpit, while the mast step is built onto a bulkhead (not watertight) which in turn joins the forward end of the centre plate case. Owing to this very strong construction shrouds are not essential, but they are fitted as a precaution and to counteract the forward pull of the jib. Hatches give access to the compartments, which are large and give ample space for the usual cruising and camping gear.

The hull is covered with canvas, well stretched and doped, which gives it a drum-tight surface. Rubbing strakes and false keels obviate scraping and wear. When completed the hull weighs about 120lbs and the complete canoe scales in the neighborhood of 145lbs. As weight was considered an important matter, the material known as "Flexometal" was experimented with for centre plate and rudder drop. This is a steel sheathed plywood with all edges sealed, and has proved quite satisfactory, the weight of the plate being but 9lbs, as against 45lbs. for the equivalent sheet iron one.

The rig chosen is one which has been perfected over a number of years and has proved both simple and efficient. For a canoe of this type, pure Bermudian is totally unsuited, and a vertically peaked form of sliding gunter is used. This allows of a single halyard and the gaff jaws are shaped to grip the mast tightly when hoisted fully. At the mast-head jaws are also fitted so that when the gaff is sweated up it becomes a rigid whole with the mast, in fact, it might then be described as a topmast fitted aft of the mainmast.

### Roller Reef Possible

The headboard of the mainsail is firmly fixed to the gaff and lacing is done loosely and, as a result, when tension is put upon the tack rope the stretch on the luff is transmitted throughout its entire length, making for perfect setting sails. Cut diagonally, the mainsail is loose footed and the boom is fitted with jaws in place of the conventional goose-



neck, allowing of the use of a tack downhaul as described. The designed mainsheet lead is through a block on the cockpit floor, but, personal arrangement is allowed full scope. Following standard practice the jib is set flying but class rules allow of roller gear and several of the vessels are fitted with this refinement and convenience. Jib sheets pass outside the shrouds, then through the fairleads and are joined, cleating amidships on the centreboard case. Sails are made by Hector Barr of Wivenhoe, and a very beautiful job at a very reasonable price he has made.

A long tiller is used, with a dog-leg extension, a necessity when "hiking" hard. The rudder uphaul runs through an eye on the rudder head and is secured to the inboard end of the tiller. Balance when sailing is excellent and no more than the lightest touch is ever required.

Most gratifying interest has been shown in this class from many sources and accordingly the Clubs have decided to publish the designs for the use of amateur builders. This is being done at the price of half a guinea, for which sum blueprints of design and construction, complete table of offsets, specification and list of fittings, etc., are provided, together with a few hints on building and canvassing. The fee covers registration in the class list and allocation of a sail number on application. The estimated price for home construction is about £10-12 complete with all sails and fittings.

John Marshall of North Queensferry, has built most of the class so far. Several others are at present under construction by individuals and keen racing is expected during the forthcoming season.

Further details of this design canoe are found on the following page, including a profile and sail plan of the canoe.

## Notes On a Clyde and Forth One-Design

By Tony Ford  
Editor *Paddles Past*

My first canoe was one built just before, or during the Second World War, in Scotland. It was in a poor state, the rudder, mast and sail were all missing. It had been canvas covered, but only tatters of the canvas to be seen. When the canoe was given to me it had been used by the Forces, having been built in Scotland, or at least that is what I was told. After the war, it was taken to Sutton Coldfield, north of Birmingham and I arranged for it to be transported to the south of Birmingham, where I lived at the time. The task of renovating the canoe took some six months and it was first put in the water in about April 1955.

During 1955, I used the canoe on the Birmingham canal network and made one trip from Birmingham to Worcester, Gloucester and to the Stroudwater Canal where I wheeled it to the Thames and then paddled to the outskirts of Oxford and made my way back to Birmingham via the Oxford, Grand Union and Stratford Canals. Later in the year I paddled the canoe to Leamington by canal and then paddled down the River Avon to Stratford, and then returned home.

Renovation work involved removing the remains of the old canvas, including lifting the copper tacks used in securing the canvas to the frame. The frame, from what I recall was made of soft wood, including the stringers. The difference in design from that shown in the illustrations

accompanying this article was that the cockpit was almost triangular in shape, and ended at one of the frames, just forward of the dagger plate box. The dagger plate was of aluminium or similar metal. There was rot in parts of the frame and the stem and stern posts had to be replaced. The woodwork involved in making new stem and stern posts was perhaps the most difficult and I recall my father had these made where he worked.

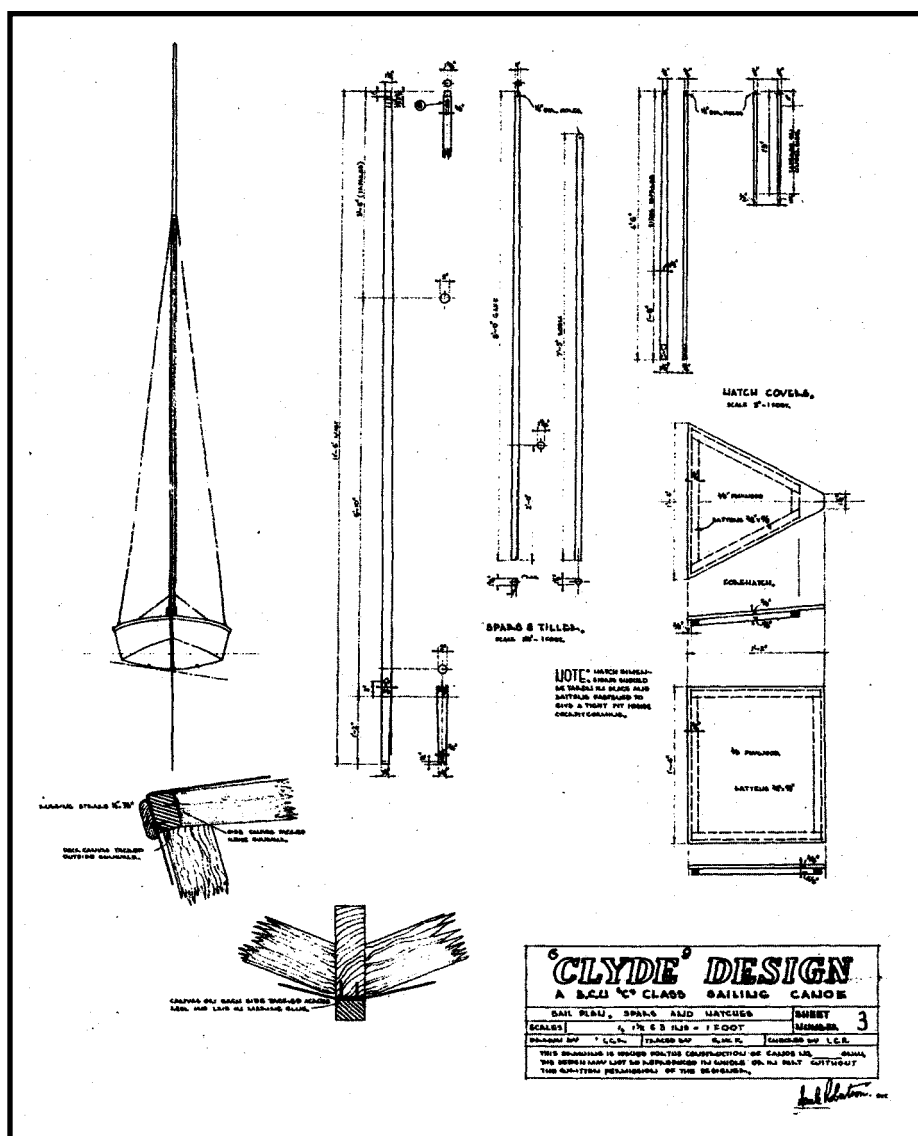
The frame and the canvas were painted as the original, grass green, the paint for the canvas being manufactured by Ryland's of Small Heath, Birmingham. The original canvas, I recall, was made up of strips about 30" wide and small patches were added where the canoe was too wide to take one width of canvas. Without a machine to sew strips of canvas, I opted to a canvas join along the keel line, held down with copper tacks.

I made a mast to fit the mast step, and my mother took on the task of making a sail. The rig was quite small as the mast had to go under canal bridges, and two such bridges were close to where I used the canoe on the Stratford upon Avon Canal. I made a rudder for the canoe, and this was quite small, but adequate, as it did not extend below the depth of the hull as the canal was at times almost blocked by floating weed. As the rudder post was set at an angle when the rudder was moved too far to one side, it would ride clear of the water!

During the summer of 1955, I found I needed to have a better method of transporting the canoe from where I lived, about a mile from the canal, and bought an ex-Service parachutist's bicycle. These bicycles were fold-up, the wheels could be easily taken off and the pedals were retractable, and the handlebars could readily be folded to one side, making a small load to be dropped from an aircraft. To the bicycle, I made a frame to fit behind the saddle and on the canoe secured a bar to the bow, so that the canoe could be towed behind the bicycle. The canoe trolley was based on two small bicycle wheels.

In December, 1955, I was invited, along with a number of other canal restoration enthusiasts, to Alvechurch, about 15 or so miles from where I lived, where we intended celebrating the Christmas and doing some restoration work on the wharf abutting the Worcester Canal. Because I was doing "overtime" where I worked, I decided the tow my canoe behind the bicycle to save time, with the intention of making the return journey by water. I had to return home after the Christmas with the intention of collecting my canoe shortly after the New Year. I was due to join the Army on 9 January, 1956, so had a couple of days spare.

So, back to Alvechurch on my folding bicycle and having packed my camping gear inside the canoe and with the bicy-



cle and canoe trolley secure on the rear deck, I launched and set off on the journey home. There was ice on the canal, and after having travelled about 50 yards, noticed that water had risen to the floorboard level. After a hasty return to the wharf, found that the canvas around the stern had split. Testing the strength of the canvas, I found that it had rotted and the canoe could not be used without an extensive repair. So, it was down to repacking my load

and returning home by the same means as I had made the outward journey, by bicycle with the canoe in tow.

Now, I had insufficient time to repair the canoe and by July, 1956 found myself embroiled in the Suez Crisis in Jordan. The canoe never did get repaired and from 1958 onwards, when on leave from the Middle East I worked with PGL Voyages from their base on the River Wye.

These drawings of a "Clyde" design British Canoe Union "C" canoe, with details of parts of the craft were passed to me by Duncan Winning OBE. The plans consisted of a single sheet, however I have reproduced the drawings on A4 size paper for convenience. The drawings reprinted here are not to size but only for illustrative purposes, not for use for building (too small).

For years I have been interested in the garvey, the flat bottomed sailing craft used on the Jersey Shore. The garvey is an easily built stable sailing craft, thus perfect for my first build. Accordingly, I purchased a set of plans from D.N. Goodchild for the Mule, a 12' garvey designed by Chapelle. I also consulted my copy of the *American Small Sailing Craft*. After the aforementioned research, I chose to build a copy of the 17' version from the *American Small Sailing Craft* because the 12' model was too small.

I took a day to go to the American Museum of History Research Room in Washington, DC, to look at their small boat plans catalog. I purchased a selection of garvey

## Building a Garvey

By Rick Lathrop  
Reprinted from *The Mainsheet*  
Newsletter of the Delaware River TSCA

plans to use as a building detail reference.

I choose to build the garvey in traditional style using Atlantic white cedar and white oak. The plans called for 3/4" sides with a 1" bottom plank so I had several boles of Atlantic white cedar cut to 1 1/4" planks. While the wood was seasoning, I lofted the plans to full size. While probably unnecessary for a simple craft, it was a good learning exercise and experience. Several sheets of lauan underlayment were purchased, painted white and the lines lofted.

I constructed a building table for the garvey and for now am using it as a plank-bench to build up the side planks. I commenced by selecting several of the clearest planks and planed them down to 3/4" thick. Due to the length of the planks and knots in the wood, I built an 8:1 scarfing jig and used a hand plane to make the scarfs. I used epoxy to glue the scarfed sections together.

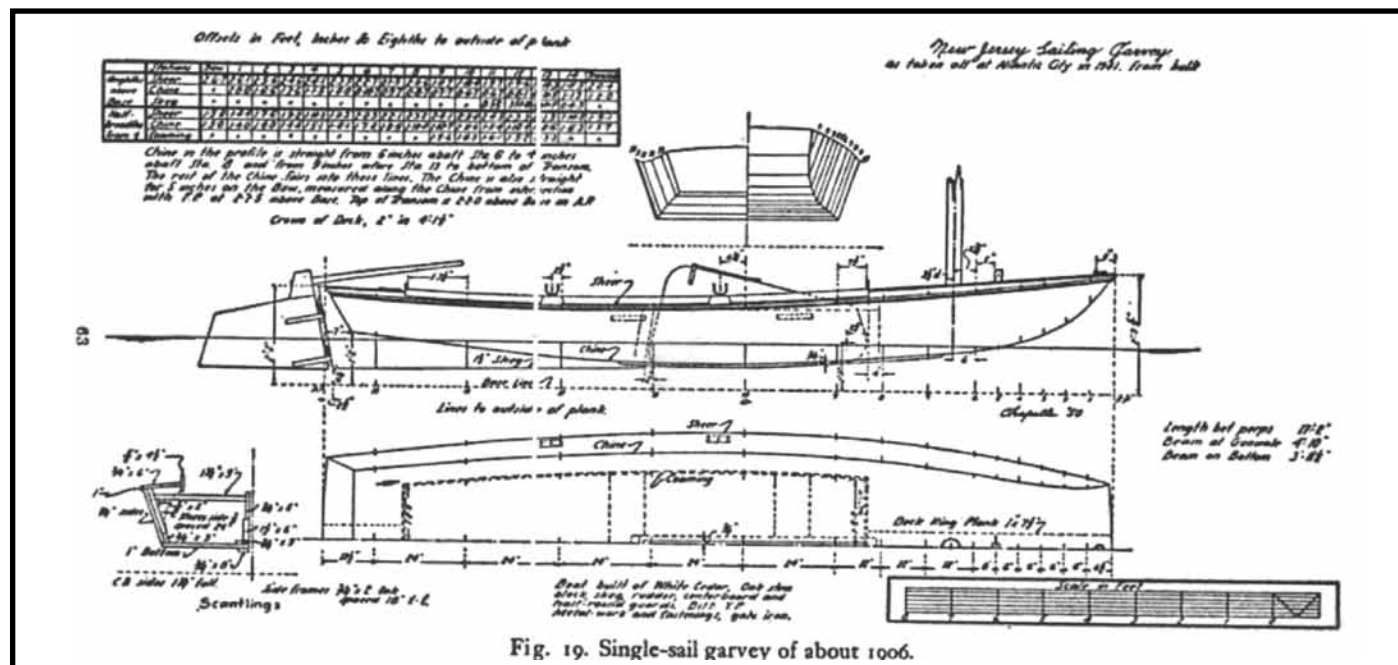
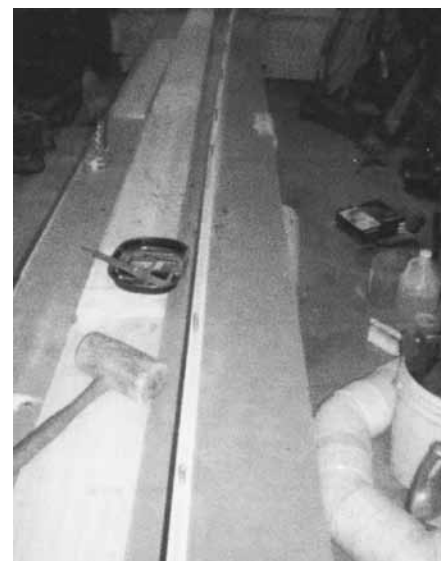
I asked on the *WoodenBoat* forum about edge joining the planks together and was advised to strengthen the joint using bronze drifts. I purchased 1/4" silicon bronze rod from McMaster-Carr and cut the rod to 2" length. Then using a doweling jig I drilled 1/4" holes spaced about 6" apart. Epoxy was used to glue together the planks after inserting the drifts to build the sides. I need to scarf the top plank to length and join it to get the width required before cutting the side plank out. My plan is to then use the one side plank

as a template for the next side.

I started a thread of my build on the *WoodenBoat* Forum. if you would like to follow my progress go to: <http://forum.woodenboat.com/showthread.php?145714-NJ-Garvey-build>.

### About Our Delaware River Chapter TSCA

Rick Lathrop is a member of the Delaware River Chapter of the TSCA. The Chapter meets the first Tuesday of each month at the Red Dragon Canoe Club, Edgewater Park, New Jersey. The meetings are open to all. Anyone wanting information should contact Frank Stauss at [fstauss@verizon.net](mailto:fstauss@verizon.net).





# Introducing the Savo 650

By Rodger Swanson  
Swanson Boat Co.

<http://www.oarsmanmarinetallow.com>

The closest type we have here to our Savo 650 is the Adirondack guideboat. The original designs that inspired the Savo are from an area of Finland having many similarities to the Adirondacks. Ruud van Veelen, the designer, and I have been working the past several months to begin producing the boat in the US. For more information on the designer's boats go to [www.puuvienepiste.fi](http://www.puuvienepiste.fi)

Hewes and Company is cutting the components for the hull and will be delivering these to Walter Baron at his Old Wharf Dory shop in Wellfleet on Cape Cod. Initially, boats will be available on a "built to order" basis. Walter is certain of having the first boat completed in time for the WoodenBoat Show at Mystic Seaport at the end of June. Anyone interested in a serious tryout at the WoodenBoat Show should call me at (860) 299-6502 or e-mail [rodderswanson412@comcast.net](mailto:rodderswanson412@comcast.net).

Providing there's adequate practice time, the prototype will be in this year's Blackburn Challenge. The boat was designed to race so competitive factors such as weight have already been dealt with. We already have a list of Blackburn-seasoned volunteers to row her.

A Poseidon sliding seat system adaptable to a number of other designs will be available through our Swanson Boat Company along with the hardware and oars.

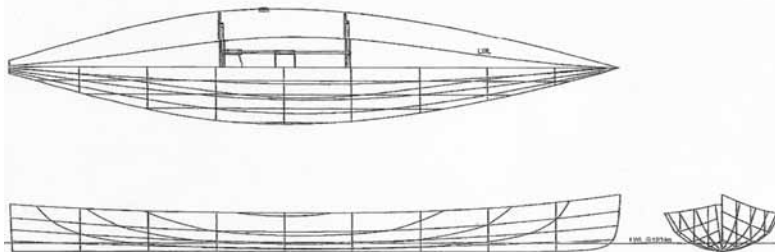


"It was very clear to me why Savo 650 rowers are winning races. We don't have boats like this in the US, but when we do there will be a new standard set for wooden rowboats." (Clint Chase, a professional boatbuilder in Portland, Maine, USA. Clint teaches boatbuilding at The Landing School and at WoodenBoat School)

The Savo 650S is a lean and efficient machine designed for competitive rowing. Its construction is all modern, using lightweight plywood-epoxy techniques. However, its inspiration goes back to the Scandinavian "church boats," so named because they were used for Sunday racing to and from church. In fact, one of designer Ruud van Veelen's boats, similarly built, accommodates 14 oarsmen and a coxswain.

## Savo 650S Particulars

LOA	21'4"
Beam	4'2"
Draft	3"
(at a combined boat and crew weight of 265 lbs)	



"Arethusa"  
N.G. Herreshoff designed Buzzards Bay 25  
Built in 1996



"Edith"  
L.F. Herreshoff designed Rozinante  
Built in 1995

"Olympus"  
Dick Newick designed for the 1980  
singlehanded Transatlantic  
Built in 1979

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Christine Jerome follows the route taken in 1883 by journalist and outdoorsman "Nessmuk" (George Washington Sears) in his 9-foot, 10½-lb canoe, the *Sairy Gamp*, 266 miles through the central

Adirondacks. A rich, eloquent narrative that weaves Nessmuk's story with Jerome's and intersperses Adirondack cultural and natural history.

- An Adirondack Passage is 320 pages, paperback, \$14.00
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- The Journals of Constant Waterman, \$14.00
- Boatbuilding for Beginners, by Jim Michalak, \$24.95
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## Water Log

By Mike Bill

I came to TSCA about 7 years ago, when I was just completing the build of my Rangeley/Whitehall *Caleb*. That project was a 25-year ambition, seeded on a trip to Mystic Seaport in the early 1980s. As my wife can attest, once I set my mind on something, I'll get it done (although not perhaps on her or my desired timeline). The distractions (excuses) during those 25 years were building a house, raising my two daughters, moving from New York to North Carolina and then to New Jersey, and building two pharmaceutical factories. Oh, and restoring a MG "Midget", a Ford 9N farm tractor, and a 1940 Buick.

I get distracted. Easily. Like other woodworkers, I have a backlog of projects and obligations as well. Invariably, I'd rather add it to the list and do it myself, as I am seldom satisfied with the quality of work done by contractors. In my work career, I've repeatedly encountered the situational decision process of "Good, Fast, Cheap. Pick any two." Try it yourself, next time you're faced with a decision on an improvement project. If you want it fast and good, it won't be cheap. If you want fast and cheap, it won't be good. At the end of the day, I usually end up wanting it good and cheap, which means it won't be fast!

At our Holiday Party last December, Frank Stauss confirmed that my wife Olga has authorized buying a sailboat to get on the water sooner. Indeed, I do want to get on the water sooner, but my current distractions "prevent" me from making progress on Plan A. He's got an eye out for me, even finding a Marsh Cat, unfortunately during tax season. He reminds me that I have purchase authority now.

I have also accumulated the plans, materials, and desire to build that Marsh Cat. I've scoped out a lot of options to make it good in my eyes. Tabernacle? A little more rake in the stern? Alternate hull structure? Ballast? I have a nice stash of white pine for the molds, which I've made a little progress on. The molds will be surely sturdy enough to be re-useable.

I have this "sinking" feeling that if I buy, I'll never finish the build. Historically, I will build, just not to anybody's satisfactory timeline, even mine. And, I may even buy!?! In the meantime, I enjoy living vicariously through the progress you all make on your projects!



# Delaware River TSCA

## The Mainsheet

Newsletter of the  
Delaware River Chapter TSCA

## From the Snuggery

By Frank Stauss

In the 2013 edition of *The Mariner's Book of Days* Peter Spectre writes that several years ago a mass-market homehandyman magazine reported that they had run an article on how to build a strip-planked canoe. At the end of the article they solicited orders for scale construction plans. Three thousand people sent in checks. He concludes that while the head man at QVC might think those numbers are small potatoes, they are indicative of something most observers fail to appreciate: that there are a great number of people with a deep-seated desire to build a boat.

About five years prior to retiring I bought a 24' fiberglass, fixed keel sloop. I belonged to the Farragut Sportsman's Association in Camden and sailed on the Delaware. Each day during the week a group of "day guys" (old retired members) who belonged to the club would head out to a bar in Pennsauken for lunch. Whenever I had a chance I joined them. Great stories, cheap drinks, good food and a pool table were the draw. One day I hitched a ride with Mac. Mac owned a 27' Herreshoff. What a beautiful wooden boat it was. Mac had a copy of *WoodenBoat* magazine sitting on the seat. I looked at his copy on the way to the bar. He saw that I was interested and told me to keep it. I read the magazine and more issues after it. I had never thought of building a boat but now the seed was planted. Once I retired I took classes at the *WoodenBoat* School. The rest is history. Most of the "day guys" are now gone. I was lucky to be included in their lunches. I sure am glad I rode to the bar with Mac that day. Very glad.

## Outboard Motor Museum

By Fred Allerton

If you're ever looking for a way to demonstrate to the wife that your fetish with outboards really isn't out of control, relatively speaking, there's a little side trip that you can take in rural PA. Visit Bob ("Merc Guy") Grubb's Antique Outboard Motor Museum at his Lake Wynonah home. This clever fellow finally opened the museum to justify a life-long habit. In this case the wife is no doubt an enabler. The Grubb Museum is really worth visiting. Open by appointment. Visit [www.mercguy.com](http://www.mercguy.com).

## Punt Guns

By Mike Wick

If you were to review the Crawford Melonseed website, you might not think right away about shooting ducks. Most of the owners are more concerned with more peaceful pursuits of the melonseed, but that was the boat's original purpose. The upper reaches of the Chesapeake and the mouth of the Susquehanna River is a great stretch of shallow water right on the East Coast Flyway, for ducks and other wildfowl. To prevent the winter blues from setting in, Tom Shephard gathered a group of members from the Delaware River Chapter to do a Saturday tour of three Eastern Maryland Museums one cold windy February, 2011.

The first stop was to North East, Maryland, and the Upper Bay Museum. It is an old-style museum, less like a video convention and more like your grandfather's attic, as long as your grandfather was a waterman. There and at subsequent stops at the Decoy Museum and the Havre de Grace Maritime Museum, I was treated to lots of information about both legal and illegal duck hunting in past years.

## UPPER BAY MUSEUM

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When I first think of duck hunting, I think about duck blinds and crack shots bringing down game birds as they fly by. It wasn't always like that. These weren't hunters honing their expertise with spending the whole day hoping to get a brace of ducks, these watermen were hungry. Sportsmanship took a distant second place to killing enough birds to make market gunning worthwhile. They had considerable investment in guns and paraphernalia; they had to make a killing.



## About Our Delaware River Chapter TSCA

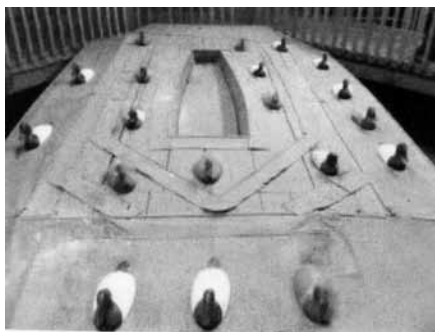
The Chapter meets the first Tuesday of each month at the Red Dragon Canoe Club, Edgewater Park, NJ. The meetings are open to all. Anyone wanting information should contact Frank Stauss at [fstauss@verizon.net](mailto:fstauss@verizon.net).



Duck Blind

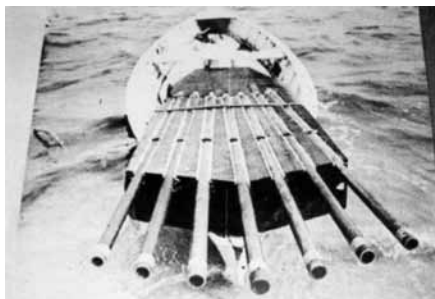
Sneakboxes and melonseeds were kind of floating duck blinds. The watermen of the upper Chesapeake had more tricks than just a low freeboard craft to ensure their successful hunting. Even 150 years ago the government was concerned that crafty watermen would decimate the duck population. There were game wardens to make sure that the poor ducks had a fighting chance. It was when the wardens were asleep that the real duck hunting took place.

It wasn't sneakboxes and melonseeds, but sinkboxes and bushwhackers which came out in the dark night. First was the sinkbox: a wooden bathtub barely afloat with a canvas surround that mounted many duck decoys. The hunter reclined in the bottom of the boat next to his shotgun, depending on the decoys to attract their more lively cousins to join them. As soon as they settled, the hunter would rise up and blast away.



Sinkbox

There were boats with five or six gun barrels mounted in the bows in a modest fan pattern, but the most ingenious craft of all was the Punt Gun. These guns were made in England and smuggled into the Middle Atlantic States. They were so illegal that no American gun maker would be caught making them in this country. They were the post Civil War equivalent of the AK 47, not made for sport.



Multi Barrel Sinkbox

The Gun was an 8' long, 2" diameter muzzleloader with its stock cushioned against a couple of sandbags. The duck hunter would load his gun by leaning it up against a porch column, and then he would climb on the porch roof and pour down the barrel just at the bow and the stock cushioned against a couple of sandbags. No shoulder could stand the kick of this piece. Then late on a dark night he would row out to a sleeping mass of ducks. Before shooting, he would paddle backwards to pick up some preliminary momentum or the kick of the gun would drive the stern of the skiff underwater. He would blast away at the flock, then, if he didn't capsize, row straight home and hide his gun where no game warden could find it. Picking up his prey was the job of his buddies in another boat. If apprehended by the awakened warden they could deny any knowledge of the identity of the cannonier. His evidence was safely buried in the backyard.

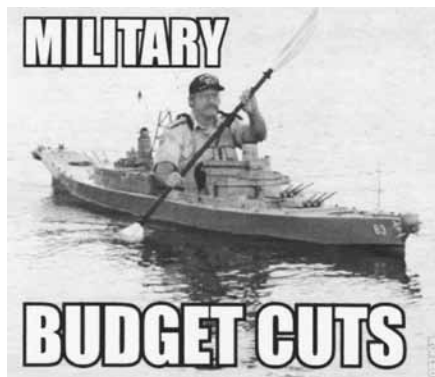


Punt Gun



Sighting in the Prey

Sportsmanlike, not likely, but admirable in a pragmatic way. The record bag for the particular piece at the Upper Bay Museum was 54 Mergansers.



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March 30

The Last dory is finally complete and will be taken to Mystic soon. I am presently trying to round up enough oars so all four boats can be rowed as a group (eight rowers). Seven and a half foot oars are optimal for rowing as a double and eight footers as a single. Anyone who may have borrowed or are doing maintenance on club oars please let me know so I can get a handle on where they all are. April 7 I plan to do a pre-meeting row, perhaps a visit up river to the Mystic Seaport, so lets try and get all the boats out on the water



This Friday is Good Friday and I am not planning to be at the Boathouse. Anyone who does show up and feels compelled to keep busy, the workbenches are in need of reorganizing. I stopped in mid-week and cleaned up the work floor in preparation for layout of the building jig for *Nina*.

I came across a YouTube video John must have posted a while ago showing our very busy shop with a dory in for maintenance and the *Uncle Flatty* under construc-

## John Gardner Chapter TSCA News

By Phil Behney

tion. The video shows Bruce Cresser and Paul Robertson (aka Uncle Flatty) working on his namesake. The *Uncle Flatty* was named in Paul's honor. Paul passed away before the boat was completed after putting in many labor of love hours on this project, Paul's generous and upbeat attitude has been greatly missed. The band that Paul was a member of still carries on with the Uncle Flatty name!

April 5

I'd like to thank those of you who finished cleaning up the shop last Friday, I showed up after all, and found a good group preparing the shop for the *Nina* project. This Friday we will have a ship-shape shop for laying out the stations for *Nina*.

For this Sunday's monthly meeting Bill Rutherford has asked Sid Whalen to give a short talk explaining the origins of the TSCA. When picking up in the shop I came across a framed announcement for the first founding meeting of our chapter which has John Symons and Peter Vermilya's names on it, so perhaps they can do some explaining too!

This Sunday morning before the meeting I plan to row the river so come to "Mystic Shipyard East" (behind the train station) for a spring row.

I include a picture of the dories lined up at MSYE ready to go!



April 11

Last Friday we cut frame molds for the *Nina* project and hopefully we will begin setting them up on the building jig this Friday.

Sunday was a busy day starting with only three of our hearty members showing up for the Sunday row, myself, Will, and Lauri Iturinno. We had a good row out to Dodges Island, a 10 acre privately owned island east of Enders and Masons Islands off Stonington. We did not see any seals this trip, but we did spot a pair of osprey's feeding their young on our way back. The Sunday meeting was followed by Sid Whalen's talk



on the founding of the TSCA. We enjoyed the talk, along with cookies and coffee.

After the meeting I was able to bring a few members to see the Carl Kaufmann's workshop, Carl had invited me see his workshop where he builds wooden racing shells and had taken an interest in the Sims rowing shell I have hanging in the shop. Carl is also an accomplished guitar builder and he gave us an interesting look into that craft. Bill Rutherford asked if he would be willing to give a talk on his boatbuilding at our club, so hopefully we will be able to arrange this.



Dan Nelson, Captain of *RV Connecticut*, was at our meeting and reported that the ship was damaged on a recent mission and had to be towed in for repairs. Dan said he would be willing to conduct a tour of the vessel when she returns from repairs, hopefully in the fall. Dan gave our group a tour a few years ago that was greatly appreciated by the many people who attended, so look for updates on this possible event.

While on a row on the Mystic River I was invited aboard the sailing catamaran *Sv Peace Four* and spent the next hour chatting with Ann and Nevel Clement, who very generously shared with me their story of how they met some twenty years ago in England, after Ann had soloed across the Atlantic on her 27' sailboat, and of their travels together since. Wonderful people who I invited to come by to see us at the boathouse. Ann gave me a beautiful conch as a parting gift to our club. So remember you never know what surprises lay in store for you when you venture out in boats!

Lets use these boats, I will be getting out more often and am willing to schedule a regular time if others want to commit to more group rows, let me know.

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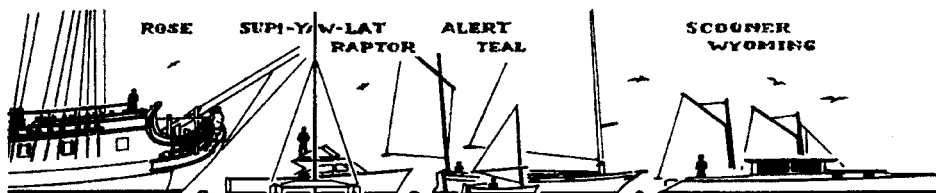
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In the January issue installment on this project 14 photos were shown capturing the process and location of closed-cell buoyancy foam installation during this boat's construction. What was not mentioned within the constraints of that article were some numbers of what all this, at times quite nasty work, would come to amount to in terms of fairly hard safety attributes.

Let's look at the where most of her heavier-than-water weight will be, her aft-cockpit area. The effort to integrate permanent built-in closed-cell buoyancy foam in her aft-cockpit area adds up to a substantial margin of safety in case of structural breach and water intrusion, or taking green water over her stern or cockpit-sides:

Inside her topsides in that part of her hull 360lbs.

Under cockpit sole 540lbs.

Under slop well 360lbs.

Outside of battery compartment 130lbs.

1,390lbs plus, of course, the buoyancy of the plywood based structure.

This built-in buoyancy foam must support the following heavier-than-water weights:

The engine at some 525lbs (net) plus 4x6V (61lbs) batteries at 250lbs gross plus stern trim ballast (bow cockpit gear related) at 500lbs for heavier-than-water total in that hull region of 1,250lbs plus wheelhouse glass, ground tackle, and various smaller bits and pieces elsewhere in the boat.

To float those weights in case of hull-breach, adding up all the foam's and the plywood's buoyancy in this craft, her hard built-in buoyancy should offer a comfortable margin of safety to stay afloat after a hull breach. Here are some more numbers:

Assuming a conservative 42lbs weight per cubic foot of a Douglas fir/epoxy/fiberglass matrix, 62+lbs per cubic foot of water for a 20lbs buoyancy gain per cubic foot of structure at a 5,500lbs net hull weight that plywood structure alone should offer another 1,800lbs of hard built-in structural positive buoyancy.

Together with the aforementioned cockpit region foam volumes of almost 1,400lbs, plus the 700lbs of foam belt forward in the wheelhouse, SACPAS-3 should offer around 3,900lbs of built-in positive buoyancy. This does not yet add the vee-nose foam volume nor does it count the foam volumes in her rooftop sandwich typically useful at best only in a rollover.

In the first brief proposing SACPAS-3, NAVSEA had asked her to carry 4 crew plus 8 marines plus personal/combat gear. At a conservative 250lbs per person this would add up to about 3,000lbs. Typically, life-preservers offer a small fraction of the 250lbs assumed here. All this tedious foam installation effort, including plywood facing of each volume, should thus amount to a reasonable margin of relative resistance to sinking, all based on the choice of her primary structural material and developable-surfaces based hull shape.

## Phil Bolger & Friends On Design

### "SACPAS-3" (LCP)

Design # 681: 39'1"x7'5"x12"x225hp  
15th in a Series of Articles

Fundamentally of course, it would be desirable to locate that buoyancy at or above a craft's center of gravity. Here, due to the interest of having no inaccessible void volumes and adding stiffness to otherwise flimsy panels, foam is located below and above that target to add up to a significant margin. In fact, there are few 39' power-boats that offer this level of hard built-in positive buoyancy. In fact, few such hulls would instead offer reliable hull compartmentation of any sort either. Being able to build-in this hard positive buoyancy via this very low-tech approach is a significant advantage in contrast with various industrial processes developed for smaller craft, requiring significant up front investment and a solid operator skill set. This leaves just enough room to look at a few final additions to the hull structure.

As just mentioned above and in the January installment, much of the foam panel installation was finished off on house interior and cockpit faces with up to 1/2" plywood. This armor in way of the cockpit produces a stout vertical surface to mount moderate load on if need be. The overall lamination between topsides, foam layers, reinforcements and inside walls adds up to over 4 1/4". Including the 1" cockpit sole the hull depth under it adds up some 7"+ with lighter beams connecting things between the foam (Picture #1). Note the bilge-pumps at her cockpit's rear outer corners, where rainwater would collect when she's at rest.



Just behind those cockpit corners on the other side of that slop well bulkhead, similar armor inside the tall battery compartments left and right of the slop well allows for ready locking the twin 6V batteries solidly in place.

The battery compartments are capped off with the stern platforms that run past the single outboard out to her stern crossbeam. They both offer a decent diving or equipment launching platform and of course add significantly to the reinforcement of the hull's stern extension that protects the outboard's lower unit when either in the container or tied up between other craft (Picture #2).



Below the platforms, since someone may choose to remove them, are additional triangular braces to add further lateral support to those stern extensions and that cross beam (Picture #3).



Finally, the slop well cover features one large center screw plate to access the stern ballast chamber below should bow cockpit installed equipment suggest rebalancing her. Its internals match standard lead brick footprint. The smaller plate covers the pre-drilled hole pattern allowing off-center mounting of the outboard, should a 3' wide stern platform seem attractive to carry a hard dinghy, and assuming her running motion would not discourage this unorthodox idea; due to the propeller's handedness she should track likely straighter than with the outboard on center. But we may never find out (Picture #4).



With this last bit of structural carpentry done, in the next installment we'll see lots of fresh paint, a bunch of remaining details and her being more or less ready for launching.

## At Work on the Raffle Boat



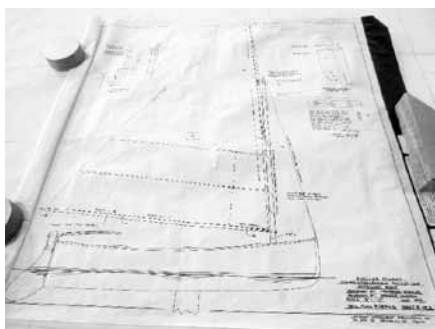
Epoxy being applied to the keelson of the 2013 raffle boat Goeller Dinghy by volunteer members (right to left) Burt Van Deusen, Bill Hoppe and Ray Hartjen, president of the East End Classic Boat Society.



Epoxy now being applied to the keel of Goeller dinghy (note the thickness of the keel compared to the keelson).



The keelson was laid first on top of the Goeller's frames with the epoxy side up, then the keel was laid on top of the keelson and both fastened to each other by clamps. Excess epoxy is being removed by (clockwise from left) Bill Hoppe, Ray Hartjen, Nick Stephens, Burt Van Deusen, Don Schreiber and Richie Davgin. Small boats are initially constructed upside down and then turned right side for finishing.



2013 Goeller Dinghy Raffle Boat Blueprint: Profile 12' length, 4' 3" beam, white oak framing, Atlantic white cedar planks, oak transom, sassafras seats, copper rivets, silicon bronze screws and bolts; rig is single sliding gunter; propulsion oars, sail and capable of taking an outboard. Will come with new Load Rite galvanized trailer. Raffle tickets are \$20 for a book of 5.

## Come Smell the Wood!

The East End Classic Boat Society  
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## At Work on the Herreshoff 12-1/2



Bow braces on Herreshoff 12-1/2 to maintain the proper shape of the hull for the installation of a new bow stem. Built in 1921 and donated to the Classic Boat Society by the late Mark T. Hughes, who lived in Shelter Island Heights, NY.



Steam Bending Ribs for the Herreshoff 12-1/2. Pierce Hance (right) with protective gloves removing a hot oak rib from the steambox (a white PVC pipe connected to a steamer) with volunteer members ready to clamp the rib into a predesigned rig.



Oak rib being placed into predesigned rig by Pierce Hance and fastened into place with clamps by (right to left) Ron Ahlers, Rich Kelsey, Richie Davgin and Nick Stephens.



With the first oak rib securely clamped into place (right), the crew begins clamping a second rib that was just removed from the steambox.



New steam bent oak ribs installed in the Herreshoff 12-1/2.



What is 21' long, 23" wide and has no knots? The above Atlantic white cedar plank inside the Community Boat Shop with the skeletal frame of the Goeller dinghy 2013 raffle boat visible in the background.

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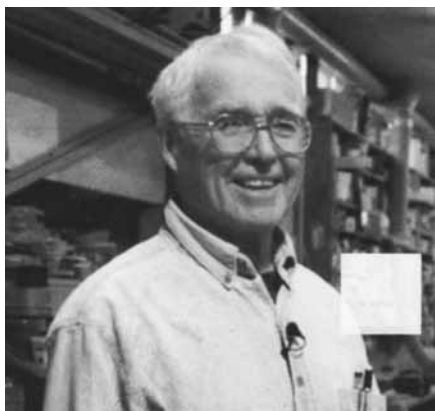
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Whether you're an avid racer or an aspiring boat owner, visit our website at [dmcboats.com](http://dmcboats.com) to be inspired by our portfolio as you learn more about the construction process. Find out more about us, but don't take our word for it: read all about it in the press accounts and testimonials. And when you're ready, we look forward to working with you to build the boat of your dreams.

"It is my opinion that some of the designs that we have built are true works of art, treasures to behold on the mooring and regal majesty under sail. The owners of these craft should be applauded for they have enriched the lives of all of us. Beauty may be in the eye of the beholder, but I believe there are few that would quarrel with this opinion."

### Who Am I?



For over 40 years, I have upheld the time-honored craft of wooden boat construction from my shop in the backwoods of Cape Cod, Massachusetts. I first learned to sail as a boy growing up on the banks of Lake Erie. I met my wife, Linda, on the slopes at Stowe, Vermont, and from there we moved to Shelby, Ohio. Seeking broader horizons, I reached out to friends on either coast for inspiration. On a flip of a coin (and the promise of a job in construction), we moved to Massachusetts' Cape Cod in 1969.

After building houses for a few months, I realized I needed a boat to become a true Cape Codder. My first attempt was a

"McLaughlin Skiff," which I own to this day. Thoroughly enamored with the mariner's life, but less than thrilled with my new boat, I started working for Edey & Duff, a fiberglass boat shop in Mattapoisett, Massachusetts.

While learning the techniques of the trade, I yearned for the romance of plank-on-frame wooden boatbuilding. It wasn't long before I got my wish: a commission to construct the wooden interior of the Herreshoff-designed *Meadow Lark*.



Meadowlark, Herreshoff 36', 1970

I soon became known as a versatile, reliable boatbuilder in southern New England. My second major contract was to build Cape Cod Knockabouts, popular day sailers just made for lazy summer afternoons. Through the '70s and '80s, my shop grew to meet demand, building over 70 boats, ranging in size from 7'9" inches to 54'.

A pioneer in the building of multi-hulled boats, I have produced trophy-winning trimarans and globe-trotting catamarans. Many of my craft make port in France, and have been put to the test by some of the biggest names in modern racing.



While I'm not in the shop, I lend my voice to the New Bedford Sea Chantey Chorus and defy gravity on the slopes at Stowe and in biplanes over the Cape and Islands. Linda and I are known to spend summers in our canal boat on the Canal du Midi in Southern France and in Great Harbor, Woods Hole. We have two children, Heather and Breffni, and four grandchildren.

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# Damian McLaughlin rebuilds *Arion*

By Kay Harley

Damian McLaughlin, custom boat-builder from North Falmouth, Massachusetts, has been designing, repairing and building boats for more than thirty years. Recently, he finished the reconstruction of *Arion*, heralded at its launch in 1951 as "the first auxiliary sailboat built in fiberglass" and "the largest one piece hull of reinforced plastic in the world." In 1950, Sidney Herreshoff, son of the famous Nathaniel, designed the 42' *Arion* to be built using what was then an innovative new material: plastic resin reinforced with glass fibers, otherwise known as fiberglass. It was built by the Anchorage Plastics Corporation in Warren, Rhode Island for Verner Z. Reed, Commodore of the Ida Lewis Yacht Club in Newport. Anchorage had been building wooden boats for over 25 years and then started working with fiberglass reinforced plastic in 1946. Prior to *Arion*, they had built over 500 fiberglass reinforced plastic boats, most 9 to 16 feet long, though also two 36-footers for the Navy and one 24-footer for the Coast Guard. Many were skeptical about the suitability of this new material in large craft. In order to reduce the loads and strains that were to challenge this vessel, Mr. Herreshoff elected to minimize the hull resistance so that *Arion* could be driven with a small rig, choosing a ketch rig to facilitate easy sail combinations for the 562 square foot sail area. A fin keel with lead at the bottom and a balanced rudder complemented the canoe hull shape. At the time, *Arion* developed a great reputation and was featured in the July 1951 *Yachting Magazine*. However, after some initial excitement, she faded from view.

Damian McLaughlin had known of *Arion*'s existence for 25 years and relocated her, her hull apparently sound. He writes, "I was convinced to buy *Arion* when I first saw her in a field. She had about 2000 lb of water

inside, and the poppets holding her up were so tight I couldn't believe that she was not deformed. Her hull surface was cosmetically terrible and some amateurs had done their best to make her look even worse, but her sheer and general fairness had not been compromised. Her designer, Sidney Herreshoff, had a fine pedigree, and her sailing track record was quite good so I took a chance."



"I soon learned that I had a marine archeological treasure. My initial inspection revealed that in spite of the fact that *Arion* had been poorly kept, her structure and shape were in remarkably good condition. When I inspected with a moisture meter designed for fiberglass structures, there was no reaction except at the chainplates where I discovered little pockets of water where bondo-type stuff had encapsulated the chainplates. Extensive physical examination including core samples detected no delamination."

"*Arion* is a yacht constructed of straight fiberglass laminate with no core materials. The skin thickness at the deck is  $\frac{1}{4}'' \pm$  and gets thicker with  $\frac{7}{16}''$  at the turn of the bilge, ending with  $2\frac{1}{4}''$  at the keel attachment stub. The hull was built using only glass cloth which seemed to be about 10

oz, but the weave pattern was very open. There is about as much open space between as in the bundles of glass strands. The reason for this, I believe, is that the resin (plastic) was supposed to be the primary building material and the fiberglass was only there to help with reinforcement. There was no gelcoat as we know it today, but there is a white pigmentation throughout the laminate with extra resin on the outside surface. Some very fine chopped mat was discovered inside at various places of extra reinforcement, but no one that I talked to could remember if it existed at that time. The plywood structure inside was very sparse and it was connected to the hull with a putty-like substance that is similar to bondo. It has remained very resilient to this day and soon clogged saw blades and required small pneumatic chisels for removal. There was no fiberglass tabbing as in present day construction. The interior surface was much rougher than the exterior, similar to today's construction. Chainplates are placed on the inside of the skin and through bolted with flat headed carriage bolts. Of the original internal structure only the sheer clamp, five small deck beams in the stern, two partial bulkheads and two berth frames were worth saving."

Damian McLaughlin approached the reconstruction of *Arion* with enthusiasm and a sense of expectation. While his company has built more than 70 small craft, cruising and racing designs, and multihulls since 1970, Damian has recently been limiting his projects to the use of wood and WEST SYSTEM® epoxy products to recreate the best and most beautiful of the old Herreshoff (father and sons) designs. For the reconstruction, all Damian had for plans were a photocopied profile and sail plan from the 1951 article in *Yachting Magazine*. He also had photographs from Norman Fortier that were quite good and several 1951 newspaper articles. He took some offsets and hired a naval



Arion, circa 2001



architect to recreate a lines plan, do the hydrostatic calculations, and develop a new 7/8 fractional rig sail plan.

Damian drew on his experience with WEST SYSTEM® products extensively in the reconstruction. At the start of rebuilding, the usable inventory consisted of a keel and deadwood with keel bolts, a hull with chainplates, 2 partial bulkheads, 2 partial bunk frames, 2 prop shaft struts for a single shaft, a rudder shaft with stuffing box and upper bearing, 6 deck beams in the stern, a serviceable sheer clamp lamination, and a solid wood mizzen mast and boom.

During reconstruction, the whole interior and exterior were stripped and ground and sandblasted. Much of the interior was abraded with coarse grit grinders and again inspected for delaminating or other problems. As Damian says, "The more that I dug into this vessel, the more confident I became that I had made a good decision to restore *Arion* to her former glory. I added four transverse bulkheads, two full-length longitudinal supports, as well as utilizing all the interior furniture components to rein-

force a structure that had actually been tested at sea for 25 years."

Using WEST SYSTEM products, the sheer clamp, 5 old deck beams, berth frames and bulkheads were reinstalled. The companion way ladder was rebuilt and the original mast step and floorboards were used. New deck beams were installed with 1/2" plywood covered with 6 oz glass cloth. Damian replaced the main cockpit bulkhead and added bulkheads at the aft side and forward side of the aft cabin, as well as at the forward side of the main cabin. He also rebuilt the aft cabin and its double berth. The galley to port consists of a sink, stove and refrigerator/cooler. A two person settee is to starboard of the galley with port and starboard berths forward. There is a head with hopper and sink at the forward end of the main cabin. There are also new water and fuel tanks. Throughout, Damian designed the interior furniture and shelves for utility, but also to add strength and stiffness to the structure while minimizing weight.

The entire deck, cabin sides and cabin top were replaced. The new cabin sides are varnished mahogany. The

decks are plywood covered with fiberglass and epoxy. The cockpit is new with seats and lockers. Topsides are painted with Awlgrip™. The bottom was barrier coated with WEST SYSTEM epoxy.

The lead keel and deadwood on *Arion* were in near perfect condition, as were the thirteen 3/8" monel keel bolts which showed absolutely no corrosion. The keel is a 4,400 lb lead casting that was placed at the bottom of two feet of yellow pine deadwood. The keel assembly was removed, inspected, and reinstalled using 3M 5200™ polyurethane sealant. The exterior deadwood surfaces were thoroughly sealed with WEST SYSTEM epoxy.

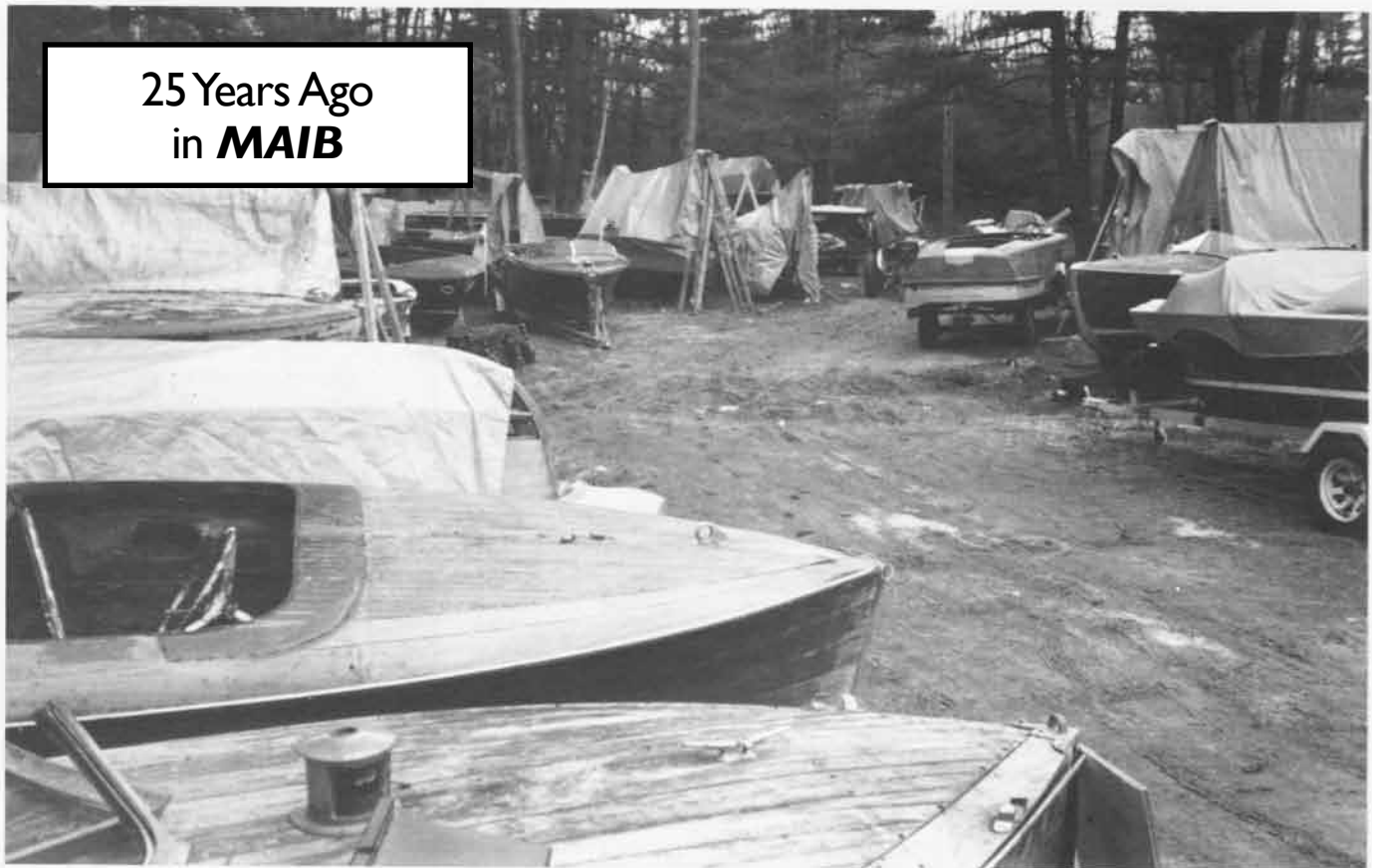
New engine beds support a new Yanmar 2GM20 18 horsepower diesel engine. Two new rubber bearings were installed in the existing struts and a 15" Max-prop was used on a new shaft. The balanced spade rudder is set well aft and is connected to the tiller with an offset linkage.

The new main mast and boom are Sitka spruce. Hardware includes Lewmar™ winches, Harken™ and Schaefer™ blocks, and custom bronze as well as several items that were salvaged from the original boat. All the windows in the cabins are "Goldenball" style opening ports. Three new sails for the 7/8 fractional rig are from Maine Sailing Partners.

Damian McLaughlin describes *Arion's* reconstruction as fun, saying he proceeded with a sense of expectation. "The June 2001 re-launching took place exactly 50 years from her first launching, on her 50th birthday. To me it was the resurrection of an antiquity, an archeological excavation, and the assembly of what I thought to be the perfect combination for sailing/cruising. I have been ecstatic over the discoveries of the attributes of this vessel learned while rebuilding her, getting her tuned, and just sailing her. She is very fast, with an easy motion; she sails herself with almost no input on the tiller, and she maneuvers inside the harbor like a 15' day sailer."

For further information, visit [www.dmcboats.com](http://www.dmcboats.com). ■

25 Years Ago  
in **MAIB**



## Boyd's Boats

Report & Photos by Bob Hicks

Boyd Mefferd is a former sculptor who gave up art seven years ago to go into the mahogany runabout and launch restoration business in the unlikely locale of Canton, CT, just outside of Hartford. In so short a time Boyd has created a truly fascinating runabout junkyard for dreamers along with a growing restoration business that now employs several full time and part time craftsmen. In 1987 three dozen boats went through Boyd's shop emerging in varying stages of restoration for their owners.

Top photo: Perhaps a "campground" for old runabouts?

Bottom photo: Boyd brings in the latest addition.

I had occasion at last to visit Boyd, he'd invited me to do so several years ago, but going to Hartford... Anyway, a friend had to deliver two mahogany runabouts to Boyd's for the man who'd bought them both, where they'd come under Boyd's ministrations. To save him having to make two of the 250 mile round trips, consuming two scarce Sundays off from work, I volunteered to haul the 17' Chris Craft barrel stern on my trailer. We had a nice entourage, Dave's parents, Bill and Barbara, leading in Bill's immaculate '79 Ford pickup hauling

the 20' Chris Craft Cadet, Jane and I following Bill in our van with the Barrel stern, Dave, Karen and their two sons completing the group in their gorgeous '68 Buick Wildcat.

I have a hopeless addiction to old boatyards and all their cast away dreams and Boyd's did not disappoint me. Boyd built his shop/home on a piece of industrial land on the banks of the Farmington River in Canton a dozen years ago in a move out of the costly New York City artist district. Boyd's sculptures were, in part, large industrial looking affairs, a couple of them adorn the pine grove amongst the 100 or so boats, tall rectangular steel framed "windows", perhaps 30' high by 10' wide with tinted glass panes. Icons looming over this "elephant's graveyard" of old mahogany.

An enduring fantasy of adventure tales in my youth was that of the "elephants' graveyards" in Africa where old elephants supposedly went to die and their ivory tusks piled up awaiting the treasure hunter's arrival. Boyd's boatyard is just such a dream come true for those in search of old mahogany runabouts and launches, or parts thereof. About half the boats there are Boyd's, he buys them from all over the country. The others are clients' boats, some undergoing work in stages, others still waiting



their turns, or owners acquiring funds sufficient to proceed. A few oddballs lurk in the pine grove, big plywood cabin cruisers, small open daysailers, one modern fiberglass keelboat. But Boyd specializes in runabouts and launches. He doesn't do Century boats, otherwise almost any mahogany craft is of interest.

A number of partly restored boats just removed from inside winter storage are tucked amongst the weathered, splintered derelicts full of pine needles, old hardware and engines, tattered upholstery, etc. just as they were found. Beauty is in the eye of the beholder and someone found it in each of these "dreamboats", or Boyd knew he'd find someone who would. Like a really weathered Hacker, oh my, that boat's wood was dessicated, not just faded but eroded! For \$5,000 it's yours. So much? Sure, it's all there, all the key fittings, hardware, correct engine and drive train, instruments, etc. The wood'll all have to be replaced, but it's only mahogany.

Boyd's shop is equipped to do it all, woodworking, refinishing, metalworking, mechanical work. It's chock-a-block full of everything you ever would need, not one of your neat antiseptic laboratory places, but in its way a typical cluttered boatshop. Runabouts and launches, with their combining of wooden craft and metal machinery, add the clutter of the latter to that of the former found in most boat-building shops. Out of this shop come some very nicely restored boats, total or partial. Boyd will work with an owner who wants to do some of it himself, despite the potential for an owner botching of the finished result reflecting unfavorably on Boyd's workmanship.

Boyd originally built his place for his large sculptures, but it's now seven years that he's been doing the antique boats. He says he still finds the business of unending interest, "you never know from week to week what's going to happen," he says. While ongoing projects progress, not always at the desired pace, new opportunities arrive out of the blue. Boyd solicits people to spot boats he might want by offering finder's fees on boats located that he subsequently buys. He buys the rarer stuff, often not

From the top: Work in progress in the shop, four boats well along the restoration road, a nice barrel-stern at left. BLUE RIBBON in splendid red, white and blue decor, is a former Pabst Beer racing runabout, it's in perfect shape. JAWS, perhaps, someone's idea of appropriate runabout styling. Boyd sets the 20' Chris Craft Cadet our friend delivered into its resting place amongst the pines. Not its "final" resting place, the new owner has big plans for the boat.







in very good shape (like that Hacker,) but of proven desirability and having potential for restoration.

On the selling side, Boyd will sell you a whole boat or pieces thereof for one you already have. He's got old semi-trailers parked out back full of engines and hardware removed from hulks. Other "hulks" await final disposition, which is the bonfire, stacked one atop another at the far end of the lot in a clearing. To my uneducated eye, some of these looked no worse than others still retained for possible resurrection. But, again, Boyd knows what is and isn't worth troubling with. He's an interesting character blend of congenial and imaginative artist and no-nonsense businessman. While he smiles easily and talks comfortably about any aspect of what he's doing, he also can decisively say "no" in a tone that implies no reconsideration. Overwhelmed somewhat in 1987, Boyd says he's really been saying

"no" a lot since in an effort to get his commitments back into line with his capabilities in terms of time available.

I asked Boyd what he did for recreation and he replied, "work here seven days a week." Since he lives at the shop in an upstairs apartment with his family, he's right where he wants to be all the time. Except when travelling to certain meets and auctions, or to view potential purchases or restoration projects. While the pressures of satisfying commitments to clients on restoration jobs can weigh heavily, there's always the excitement of the unknown about to happen. And the "elephants' graveyard" all around with all its failed past dreams awaiting discovery by a modern day "treasure hunter" on the prowl for that dream mahogany runabout. Nostalgia is Boyd's trade and he's got the goods...and services. Interested? Contact Boyd Mefferd at P.O. Box 9, Canton, CT 06019,

Above left: Not yet in the burning pile, this snub nosed runabout peeks hopefully out in search of salvation. Below: End of the trail for someones' dreams. MY FAIR LADY isn't anymore, sad... The brush encroaching on a stray derelict. Perched jauntily on top of the heap, this runabout nevertheless will soon be ashes.





## Portland Head



Maine's oldest lighthouse, Portland Head was established in 1791. The construction of the tower was among the first acts of the Lighthouse Establishment, a federal agency created in 1789. The original rubblestone lighthouse still stands and looks much as it did in the late 1800s.

The 80' lighthouse had two types of Fresnel lenses during its history, a second-order and a fourth-order. The lighthouse was automated in 1989, and a modern DCB-224 optic installed. A beautiful Victorian keepers' duplex, built on the station in 1891, now houses the Museum at Portland Head Light. The lighthouse has been listed on the National Register of Historic Places since 1973 and is owned and managed by the Town of Cape Elizabeth, Maine. The tower and the keepers' house together are considered one of the most beautiful stations in the U.S., and they are among the most frequently photographed subjects in Maine.

## Portsmouth Harbor



# NE Lighthouse Forever Stamps

The US Postal Service will be issuing five really cool Lighthouse stamps on July 13 with ceremonies taking place at or near all five locations (details to come later). The five lighthouses are among the oldest in the U.S., and each is on the National Register of Historic Places. Boston Harbor Light is also a National Historic Landmark.

Each of the five new stamps features an original acrylic painting by Howard Koslow of Toms River, NJ, based on recent photographs of the lighthouses. The art directors were Howard E. Paine and Greg Breeding.

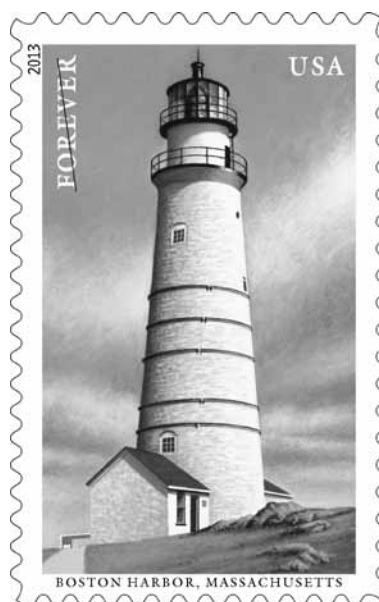
The waters off the coast of New England have been a highway for ships since the earliest explorers came from Europe. The warm Gulf Stream flows from south to north, while the cold Labrador Current flows from north to south; these two currents make up the lanes of the highway, carrying ships along the busy Atlantic Coast. But the coastal waters are treacherous, the rocks and shoals a constant danger, and the changeable weather a challenge to navigation. New England's lighthouses have guided ships to safe harbor and saved countless lives while guarding this coast for almost 300 years.

Portsmouth Harbor's first beacon was lit. An iron lantern topped the 50' shingled tower; three copper lamps provided the light. The 1771 tower was replaced in 1804 by another tower constructed of wood, located some 100 yards to the south of the original site.

When the second wooden tower succumbed to deterioration, a new 48' tower of bolted cast-iron plates was built on its foundation. It was actually assembled inside the old structure, which was dismantled after construction.

Managed by the Friends of Portsmouth Harbor Lighthouses, the 1878 lighthouse still stands on the northeast point of Great Island on the Piscataqua River in New Castle. It retains its fourth-order Fresnel lens. The lighthouse was automated in 1960 and has been on the National Register of Historic Places since 2009.

## Boston Harbor



Boston Harbor Light, North America's first true light station, was built in 1716 at the urging of the city's business community. Three years later a cannon, America's first fog signal, was added to the light station. During the Revolutionary War, as British forces abandoned the area in 1776, they demolished the lighthouse by blowing it up.

A new rubblestone tower, 75' tall, replaced the destroyed lighthouse in 1783; it was raised an additional 14' in 1859, when its current second-order Fresnel lens was also installed. After large cracks appeared in the east wall in 1809, iron hoops were installed for support; aluminum bands replaced the corroded iron in 1973-74.

The lighthouse was designated a National Historic Landmark in 1964. Standing on Little Brewster Island within the Boston Harbor Islands National Recreational Area, it was the last lighthouse in the United States to be automated, in 1998 and is the only remaining American lighthouse to have a resident keeper employed by the federal government.

Note: Boston Harbor Light is also commonly called Boston Light.

## Point Judith



Located at the entrance to Narragansett Bay in Rhode Island, Point Judith Lighthouse guards a particularly dangerous area of the Atlantic coast. The point, which extends several miles into the Atlantic, has seen many shipwrecks, even after the addition of the lighthouse.

The first lighthouse built on the site, in 1810, was a wooden tower that toppled over in a storm five years later. A second tower, made of sturdier stone, was erected in 1816; its lamps and lenses were operated by clockwork mechanism powered by a 288lb weight. This 35' tower remained in service until 1857, when the current lighthouse was built. The octagonal tower, made from brownstone blocks, stands 51' high and boasts a fourth-order Fresnel lens.

Automated in 1954, the lighthouse underwent a major restoration in 2000 using blocks from the same area where the original stone was quarried. The lighthouse stands on the Coast Guard Station Point Judith and has been listed on the National Register of Historic Places since 1988.

It doesn't seem right that people who are lucky enough to live in a lakeshore cottage should have any complaints, but sometimes there are disadvantages to having a back yard that is more or less open to the public. One friend from Congamond Lake in Southwick, MA was bothered by both jet skis and bass fishermen. I proposed giving him a hypothetical magic wand that would let him eliminate one or the other. He had no hesitation. With no more bass fishermen, life would be a lot more enjoyable.

Bass fishermen always seem to show up right in the middle of quiet, peaceful twilight gatherings and cast their lures straight into the places where the little kids like to wade. Then, if the fish don't bite, they fire up their 250hp outboards and try to hit 60mph before sneaking into the next spot. Since the big outboard is hardly stealth propulsion, a substantial demand for dependable and electric inexpensive trolling motors has developed, and those of us who have no intention of invading peoples' privacy can still take full advantage of it.

Electric propulsion has been around for a long time, dating more or less from the 1893 Chicago World's Fair and the remarkable excursion boats that plied the man-made lagoons. The current Elco company is the reincarnated version of the original company which built them and sold quite a line of electric boats before gasoline motors became more powerful and far less expensive. Maybe Elco will be around at the end of the petroleum era to take up where they left off, but for the time being they service a specialty market.

Several year's ago I was judging at the Mystic Seaport Antique Boat Rendezvous where a hundred plus year old 26' Elco launch with her original Elco electric motor was entered. I'd seen the boats before, but always with replacement power, so the huge (by current standards) motor and battery filled bilge were things to remember.

Now electric boats are creating interest again, more to suit specific needs than to have broad appeal, but expensive gasoline hasn't hurt the comeback and who knows what that future holds? The modern Elco now offers motors from 6hp to 100hp, sold either with or without a suitable hull. A boating friend who is a licensed captain plans to run a 35' Elco powered excursion boat on Lake George this summer, so I'll learn how that goes.

Several boat builders are offering small electric launches. In the April, 2013 *MAIB* the 16' wooden Edoak built in Georgia for about \$19,000 complete was featured, and Budsins Wood Craft in Marshallberg, NC makes a 14' launch with a high level of varnished mahogany throughout that appeals to people who love the look but don't necessarily want to go the full route with a restored vintage boat. Edoak uses the inexpensive trolling motor technology, while Budsins uses a small inboard electric motor, probably from the golf cart industry.

Torqeedo, a German company, makes a line of small electric outboards, more powerful and more expensive than the mass market trolling units, and have just developed a motor that is the equivalent of 80hp and is designed for high speed boating. The motor is a mere \$20,000 but just like the cheap toys my kids used to get, batteries are not included. The minimum lithium battery pack is an additional \$33,000, and the extended range pack is \$66,000. This might make even the super-rich sit down for a moment, but apparently the company feels there is a mar-

## Electric Power for Boats

By Boyd Mefferd  
Boyd's Boats, Canton, CT

ket. I don't know if buying a new Prius and parting it out for the batteries would be an alternative.

Back to reality and the bass fishing technology, if you don't need to go fast, the low cost trolling motor based systems do get you around a small lake and back without breaking the bank. We were fortunate enough to get the job of installing one of these, designed to be used on Noyes Pond in Tolland, MA. Many years ago a lake association was set up to provide a clubhouse for social functions, and rules for the use of the lake, which included a total ban on all internal combustion engines.

In the mid '90s we helped a gentleman find a 1950s 17' Chris-Craft Sportsman utility that he converted to electric power for the lake. As he became elderly, she fell into disrepair, but was purchased by neighbors on the lake and brought to us for a new bottom and all new propulsion. Without doing research, except reading marine supply catalogs, we settled on a two-motor, combined 2hp Minn-Kota 24v setup with submersible motors that were designed to mount on the trim fins of the bass fisherman's big outboard. The idea was that as the metalflake marvel planed off, the twin trolling units would be lifted out of the water and create no drag. When it was time to snoop into the backwaters and ruin people's private evenings, just shut the big motor down and dial up the little electric speed control. Because the electric motors were attached to the main propulsion unit, there was no need for additional steering.

The Minn-Kota setup comes complete with the control module and the small, single knob speed and reverse control on a long wire which can be mounted anywhere in the boat. The vintage Chris-Craft retained her original steering which operated a single enlarged rudder behind the fixed motors. We decided that if the steering was a problem we might move the motors to the rudder itself, but fortunately control was good and the motors remained solidly fixed to the bottom of the hull, which was a simpler solution.

For a number of years now the Bay State Chapter of the ACBS has held a wonderful informal season first get-together complete with a pot luck lunch at Saunders Boat Liv-ery (the oldest continuously operating marine business in Massachusetts) on Congomond Lake. If someone has completed a restoration over the winter and wanted to give her a first try it is perfect because there are always lots of people to give advice on getting the bugs out, or tow them back in if there really is trouble.

This was scheduled for the first Saturday in May, the ideal time to test the electric Chris-Craft before delivery to her home lake. My speed topped out at a blinding 4.5mph with just myself aboard. Normally people have fun giving and getting rides in each other's boats, but nobody lined up to ride in mine. I made two trips to the north end of Middle Pond which is about 1-1/2 miles long, similar to Noyes Pond, a range of about 6 miles before my speed dropped down a bit and my voltage was less than 24v. I pro-

nounced the trial a success and hoped that the performance would be in line with what my customers expected.

The owners loved their boat and found that it got them wherever they wanted to go. Speed was not a problem. Now I wonder what would happen if some lake resident would spring for the \$53,000 Torqeedo setup? Would the lake association have to institute a horsepower limit? As you might suspect, range is the bugaboo of the current options for electric power, and I guess no matter how good the batteries get, it always will be. Torqeedo's solution is to just spend an additional \$33,000 and double the range. We did the same, but installed four group 31 deep discharge batteries (about \$130 each) set up with a battery selector switch so two could be used at a time and two held in reserve. We installed two separate chargers which were adequate for the owners' use. Plugged in all night, they were up and good to go the next day. The Chris-Craft is relatively large and heavy, at least compared to the Edoak or Budsins, so if range had been a problem, there was room and capacity for more batteries.

When I told the editor about my interest in electric propulsion he sent me reprints of articles about "Lily", a 15'-4" electric launch designed and built by the late Phil Bolger and his wife and partner, Susanne Altenberger. I was intrigued by the fact that, after considering alternatives with all the technical considerations of battery capacity and motor draw, they also settled on a trolling motor, transom mount style in their case, mounted in a well. Their hull was lighter with much less wetted area than the Chris-Craft, but with the single motor they had similar speeds to ours, and a bit more range with six batteries and six chargers.

While we were working on the electrified Chris-Craft, the fellow who services our forklift stopped in with his own story about electric power in boats. He had been approached by a resident on Bantam Lake in western Connecticut who, with his sons, loved to water ski at daybreak when the water was like glass and nobody else was out to disturb it. Bantam Lake has a well known water ski club and a long tradition of no speed or horsepower limits, but does prohibit operation before 7am so residents can get some sleep. This man respected the rule and wanted to get along with his neighbors, so he proposed converting a regular inboard V8-powered ski boat he already owned into a silent electric ski boat.

The forklift man admitted that he knew nothing about boats, but was willing to learn as long as the ski enthusiast would finance some experimentation. He had no idea of what it would cost, but if the owner was up for the project, so was he. He tried to maintain the same weight as the V8 he removed, about 750lbs, and keep the fore and aft distribution about the same. He was able to use the same stuffing box and log. From a selection of electric forklift motors he had saved from junked units, he selected the largest, rated at about 70 hp, and powered it with lead-acid forklift batteries. The boater came up with a range of props and there was quite a trial and error period, but ultimately the boat went at least 35mph, slower than the gas engine, but with a torque that seemed to just snap the skiers up. It turned out to be an entirely satisfactory ski boat which was good for about an hour and a half. When the batteries started to drop off the family would go in, have breakfast, and then

go back out with their gas-powered boat. Just like our Noyes Pond boat, spending the day and night on the charger got the rig topped off for the next early morning adventure.

The electric boats are fun to run, and if the water quality of your lake is a concern, have attractive attributes. *Soundings* magazine featured the offerings of a Slovenian company, Greenline Yachts (is Green a Slovenian name, or maybe they were looking for a specific image?) which produces 33', 40' and 46' motor yachts which use separate electric or diesel propulsion systems in what is called a hybrid yacht. Presumably diesel is used to make the miles and electric is for close quarters, anchoring, docking or other times when precise control is important. Because the batteries are charged by a diesel generator, I'd wonder how truly "green" this concept is, and whether it is more a sales gimmick than a

major improvement. Most people manage to anchor and dock pure diesel-powered boats, but I've never run a Greenline, probably never will, so who am I to say?

Greenline gets \$325,000 for the thirty footer which is apparently popular in Europe and also is selling in the USA. Greenline, Torqeedo, Elco and others market advanced technology, quality products, and seem to be moving forward despite the fact that they are more expensive than internal combustion boats. Minn-Kota and their competitors offer modestly powered products at modest prices. A few years ago Bolger estimated his total cost for electrical components at \$2,000 for "Lily", and ours were about the same for the electric Chris-Craft with one more motor but two fewer batteries and chargers.

Electric cars seem to have the same price spread with blindingly fast sports mod-

els offered at huge prices, and more modest sedans with average performance and prices. Range is the biggest problem for all of them. New developments will no doubt bring down battery costs and increase ranges for both autos and boats. Maybe more boaters will begin to consider electric power as an alternative to petroleum and not just as a way to get on the water when and where internal combustion is prohibited. It will be an interesting future, and I think we'll see it coming fast.



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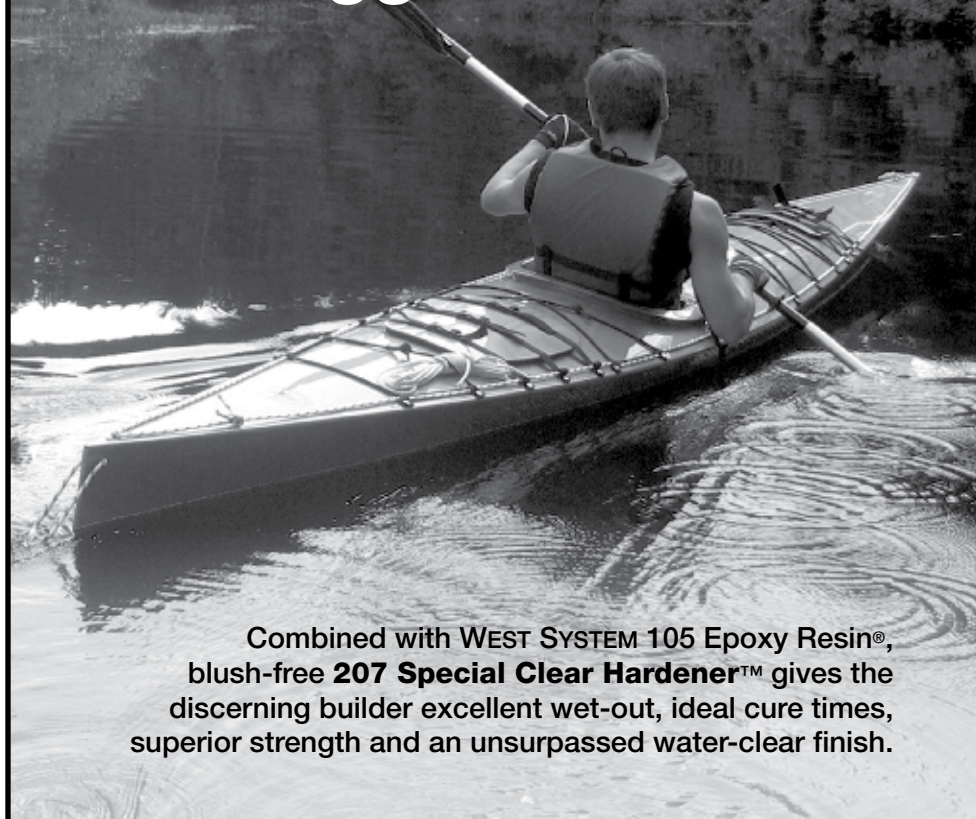
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Last month I described glassing the outside of my Mini Slipper and left you there. Now it was time to get the boat off the forms and prep the interior for glassing. At this point I felt that I was half done building the boat. It may look like a boat but there is still much to be done.

The first thing to do is build something to set the boat in while I do the inside. I built a set of stands to cradle the hull. These need not be fancy. I threw these together in about an hour out of miscellaneous stuff that I had on hand. Photo #1 shows the stands that I made. The height depends on your height. You want them set so you can easily work inside the boat. Mine are 34" tall.



Now I could proceed to get the canoe off the forms. The boat with all the tumble-home can't be simply lifted off. I had to crawl underneath and disassemble the center section of the strongback. I unbolted all of the center forms and laid them on the floor next to me. Then I went to the end pieces and disassembled the holders for them. I had to tap the end pieces with a small hammer to pop them out. They always tend to stick.

Getting back up I lifted one end to make sure that it was free then did the same at the other end. Everything seemed free so I crawled back in between the strongback and the hull and lifted it off in one piece and rolled it upright and set it in the cradles. This job really goes better with a helper. On a bigger boat the helper is a must.

Before I went any further I wanted to stabilize the beam dimensions. I had numbers that I had measured before lifting the canoe for the center beam and 2' either side of center. Now I took three sticks of 1"x2" and drove nails partway into them near the ends that were the same as the dimensions that I had measured. These nails went over the outside of the hull and held the canoe at the 26.5" and 26" that I wanted the finished hull to be. An unfinished hull can change shape a lot if you don't pay attention. Usually they tend to widen out but sometimes the pinch in, this seems to depend on where the cradles are placed.

Photo #2 shows the interior of the boat before I started cleaning it up, it also shows



By Mississippi Bob

## Glassing the Inside

that the boat is beginning to widen out as it sits there. The stripes on the hull are masking tape that I put on the forms so that the glue didn't stick the strips to the forms. The tape may stick to the hull but it pulls loose from the forms.



I haven't moved the strongback out of my shop yet so it is not a bad idea to put the unfinished hull back on it if there is going to be any long delays during the job.

Doing the interior is not my favorite part of the job but it must be done. I got back to work on the boat and started on this unpleasant part of the job. This is work as I have found no easy way of smoothing the inside. I reworked a cheap old block plane that I had and ground the iron curved and sharpened it with my stone. I ran the flat bottom of this plane on the grinder to round up and soften the edges. I was, in effect, making a tool that could get into the concave shape.

The scraper that I used is another tool that I modified to do the job better. I removed the cutting iron and ground it to a curved shape to get into the inside curves of the hull. I started by scraping off most of the glue and tape that was stuck on, then I gave the iron a quick pass on the grinder to put an edge back on it. I find that I do much of the cleaning with the scraper but there are some big ridges that I planed off with my modified plane. I found some spots where the plane iron didn't touch the work so I learned that I could set the plane iron much deeper until I found a depth where it began to cut. This adjustment had to be continually watched so I didn't gouge the work too deeply. In a very few places I found that my good modeler's plane worked quite well. Up in the stem and stem areas where it is nearly flat the small modeler's plane did well. It also worked on some flatter spots on the bottom.

I spent a couple of evenings doing this prep work before I broke out the sander. I may have mentioned before that I have developed an allergy to the cedar sawdust, a common ailment among wooden boat builders. I have learned to use my dust collectors and always wear a good respirator while I use a power sander. The Busch random orbit sander that I use has an internal vacuum that is designed to feed the dust into a bag on the side of the sander. I removed the bag and attached the sander to a shop vac with a long tube. This combination gets most of the sawdust. The shop vac gets some and the respirator gets the rest.

I used some #60 grit disks to clean up the hull after having scraped most of it clean. The sanding went well but the 5" disks that I was using were bigger than the curved inside of this small canoe so it took some control to get it all. Up in the very ends the sander didn't fit, neither did my little Ryobi sander, so I had to go after it with a sanding block and some very coarse paper. I started with some #36 grit stuff then went down to #60 grit. At the very bottom of the stems there was a tight concave shape where I used a short section of oak handrail as a sanding block and got the ends in pretty good shape.

Time to glass. I have learned to cut all my glass pieces before mixing any resin. On the outside I always glass the entire bottom with one large sheet of cloth. I do the inside differently. I found on this 13' canoe that the 50" fabric fits crossways and I need 3 strips to do the whole inside. They have a little overlap.

I laid the roll into the center of the hull and pulled the end up past the gunnels and held it there with spring type cloth pins. I rolled the fabric up and over the far side and cut it a couple of inches long and used more pins. The center section is nearly a cylinder and this piece of fabric is nearly square. I did the same with the ends but this area is more of a cone shape and the cut pieces were more tapered. I folded up these cloth sections and set them in the bottom near where they will eventually go. Now was the time to get fancy. I set a 2'x4' piece of Masonite on the top of the boat. It was held up by the temporary thwarts. This became my cutting table. Any good smooth clean surface will work.



Photo #3 shows this operation. I first used a piece of cardboard and made a pattern of the stem shape. I simply held the cardboard against the outside of the stem and drew a line around the stem. I cut this out with shears then checked it against the interior shape. It matched. Both ends are nearly the same, so one pattern would work for all four pieces of cloth that I would need. I cut them out of the big wedges that were cut off and saved when I glassed the outside. I next cut out four football shaped pieces. I made sure that these pieces were cut with the weave running on the bias. I put the cutting table away and checked to see if everything was ready to start mixing resin.

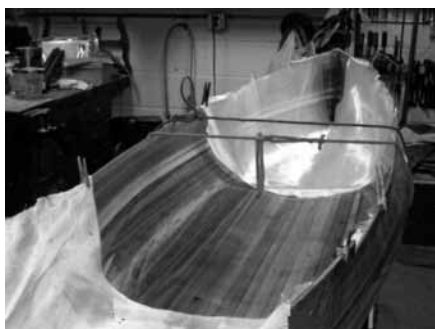


On this job I started with the very ends. I wet out the areas where the stem sections were to go. I used a 1" chip brush for this job. I next laid one piece of the fabric against the wet surface and added more resin to wet out the fabric. I used the brush to smooth out wrinkles and also to move this section all the way into the stem. The fabric moved around quit easily when it was completely wet out.

After I did the other side I installed the football pieces into the ends. These went across the inside and attached to the two side sections. Putting these in was tricky. Again I put each side of the football up against the wet outside pieces and with the brush I wet it out and slowly moved it in toward the stem, wetting and moving as it goes. Having been cut on the bias it will fit into the end very smoothly. The other end is a repeat. Photo #4 shows this operation completed. The same evening I did the center section. It smoothed out very well and it was time to call it a day. I cleaned up the tools and quit.



Photo #5 shows the next step. After trimming off the surplus cloth I rolled the fabric out on the end sections. These pieces overlapped both the center section and the stem sections. I completed one end at a time. On all the larger sections I wet the fabric out with a 4" roller with a short knap. I pour resin into the bottom of the boat in a long line down the keel then began rolling it across the bottom. The sides are still held up with the cloths pins so I moved up to the top edges and wet that fabric out well there and I no longer needed the cloth pins.



I added more resin as needed and wet out the entire section. I like to work up from the keel but find that as I near the top the fabric pulls away from the hull so I now begin to work back down from the top. Alternating these two moves will eventually remove all the bubbles that were formed. Remember that the fabric can be moved around quite a bit when it is wet out.

The end sections were more difficult than the center because of the cone shape. I finished one end completely before starting the other. I was not in too big of a hurry to walk away and checked the work over again making sure that all the bubbles were gone, even the little ones. Now it was again time to call it a day.

After the resin had cured, I trimmed off the excess. It was time for the real fun to start. Time to do the trim.

## Monthly Highlights At The APPRENTICESHOP

[www.apprenticeshop.org](http://www.apprenticeshop.org)

### Restoration of 26' Cabin Launch *White Lady*

[www.apprenticeshop.org](http://www.apprenticeshop.org)

Second-year apprentices Daniel Creislier and Brigit Jividen are working closely with master builder Kevin Carney to restore the 26' cabin launch, *White Lady*, built by Norman Hodgdon in the late 1960s and owned by Graham Walsh of Bristol, ME.

*White Lady's* hull, mahogany planks on white oak frames, had some immediate and obvious challenges. It was apparent by its shape that a few of the frames were broken. Additionally, "significant" rot was found in the house, main bulkhead, and surrounding area.

Because there were no known plans in existence, Carney and the crew first took lines off the boat. Opening up the sole and ceiling, they discovered that, in fact, every single frame was broken. Nearly all the fasteners were corroded. The crew quickly could see the long road ahead to restoration.

Since its launch in 1968, the boat has been owned by three subsequent owners but continuously stored with the Riverside Boat Company on the Damariscotta River in Newcastle, ME. Paul Bryant, proprietor, claims

the only significant work he provided was to give it a new windshield, shedding an original fiberglass hardtop in the process.

But Walsh chose The Apprenticeshop for its restoration because he wanted to support the concept of apprenticeship and experiential education. "I appreciate how knowledge is shared from the second-year apprentice to those new, just coming on board. I knew without a doubt that the restoration would be complete and well done." Walsh also served on staff in 2010.

The crew found that although some of the frames had been sistered, even this stopgap had failed. To address the framing issue, they laminated strips of white oak as replacements. The corrupted fasteners were dug out, bunged and replaced. The garboards were removed in order to inspect the keel structure, and while the forward ends of these planks were reusable, the aft needed replacement.

This spring, the crew is working on the transom frame and the stem. They will need to reef out and replace the caulking in all the seams, which, in Carney's words, "... were packed full of cotton and goo." Further plans include building a new deck, housing and bulkhead (no worries, no fiberglass!).

*White Lady* boasts a 4-cylinder Volvo Penta gasoline engine, which Bryant installed for the second owners in 1979. These owners acquired the boat in a package deal that included land and a house in South Bristol, and renamed the vessel *Chaz*. When the Walsh took over the title, he reclaimed the original name, and will continue to store it with at Riverside Boat Company. Carney, Creisher, and Jividen aim to have it back on the river by the end of June.

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# Reefing the Sliding-Gunter Main, by Paul Constantine

Paul takes a fresh look at an old problem – and arrives at a new solution

Reprinted from *Dinghy Cruising*, Journal of the Dinghy Cruising Association (UK)

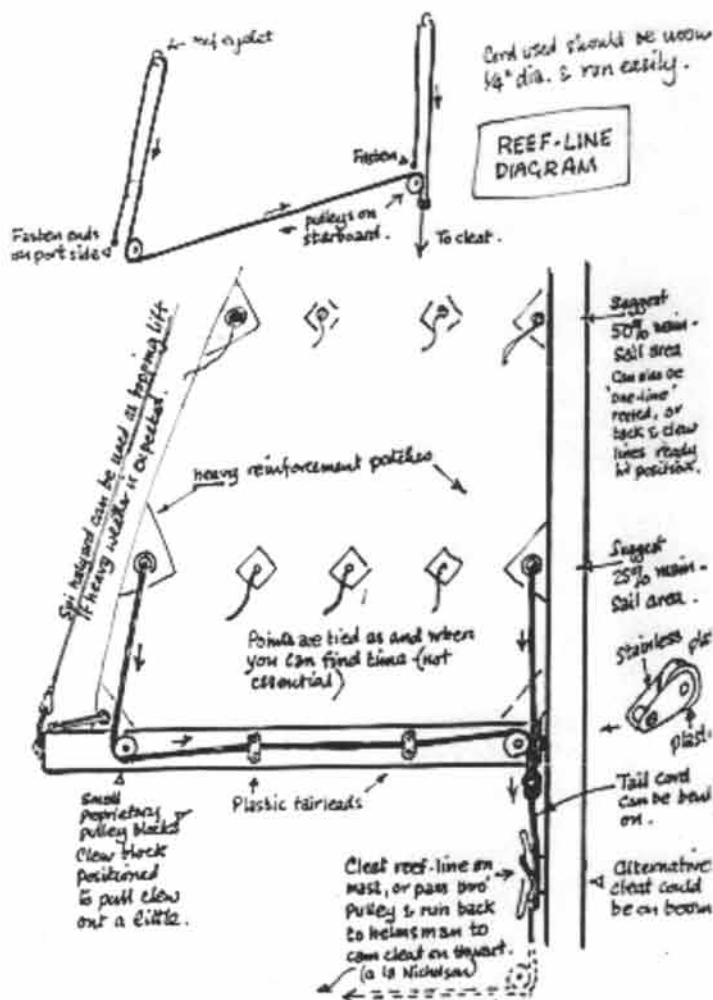
**F**or a long time I have been aware that I didn't have a quick system for reefing my Torch. My dinghy has the simplest systems that it is possible to have and I didn't want to complicate them. I didn't want to start screwing lots of modern hardware onto the boat. I wanted it to remain essentially the same, uncluttered ... BUT ... when you need to reef and you don't reef because it's going to be difficult and take too long, then it's time to think again, or sooner or later, you're going to be scared, very scared. So you wait until you are ... and then you look at it, seriously.

When I started thinking about the problem, this is what was needed to reef my boat. I hadn't broken the process down before, because I was probably too lazy, or I was avoiding the issue. To reef, I had to lower the sail into the boat and re-hoist it again upon completion. This was the situation:

1. The main halliard was tied onto the gaff at different locations according to the sail area required, defined by small wooden wedges screwed onto the gaff. To reef the sail the gaff was dropped, the halliard untied and moved further up the gaff to the reef position to be retied (*rolling hitch* 19:127).
2. Extra pieces of separate 'string' were needed to tie down luff and leech.
3. One end of the several reefing ties that were threaded through cringles in the sail had to be passed under the foot of the sail to be tied to their opposite ends, each one in a reef knot.

This is the old-fashioned, traditional, but utterly reliable standard practice. It works, but it is slow. It is best done by first sailing to the shore and then taking ten to fifteen minutes finding extra string, threading, tying and tensioning, then testing it to see if it is all set correctly and functioning well. Doing it afloat takes rather too much time unless you have a bigish piece of water and ample clearance to leeward. If you want to go to windward, you are going to lose an awful lot of distance that could take you an hour or more to make up, depending on conditions because, by definition, the elements will be against you when you are reefing.

I have always used this method on this boat because of simplicity and in relatively confined waters a river bank is usually in the vicinity. I say, 'on this boat', because I have had other boats and used different systems on them, especially single-line reefing. This is a simple way to pull the luff and leech down and secure them. It immediately addresses action 2 above. It saves lots of finding, tying, threading and tensioning separate pieces of string, because the rope required is already there and fixed in the correct positions ready for use. Len Wingfield illustrated 'One-line Reefing' with some clear diagrams on page 34 issue #127 and they're well worth repeating here, because I certainly cannot do any better.



## 'ONE-LINE' REEFING (NOT TO SCALE)

Adapted from idea seen in Nicholson's 'Roving in Open Boats'.  
Ideal for single-handed sailors - just drop main & haul in reef-line

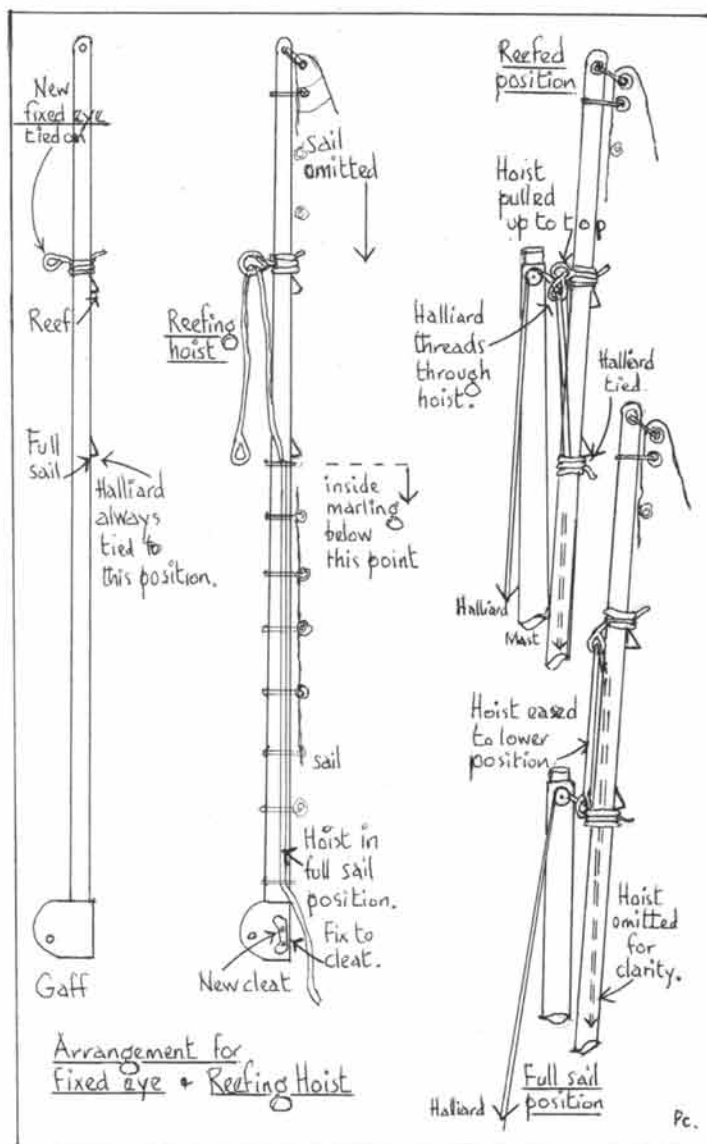
Len Wingfield's illustration of 'One-line Reefing'

You will see that he says he was adapting it from an earlier idea, but this, or something very much like it, is accepted as standard these days, and used on many boats (see David Sumner, #208:34). Incidentally, I have an added wrinkle that I use for the second reef (but not on my Torch as it has only a single reef capacity). I use snap hooks on the ends of the lines that are marked as being 'fastened' on Len's top diagram. I have enough length in my line to unfasten the clips and re-clip them onto the reefing cringles of the second reef (if one is used) as the sail is eased away. This avoids the necessity of duplicating the whole system which involves hanging lots of different coloured lines from the sail for each reef, a system that is sometimes seen on yachts.

When I came to apply the system to my dinghy I thought that I would have to attach some fittings like the Plastic Fairleads on the boom to support the reefing line, as in Len's diagram. When I actually started work on it I immediately saw that the old fashioned way my main is attached to its spars by 'marling', that is, lashing it to the boom with a continuous line, gave me the chance of threading the reefing line inside this securing rope to stop it from being draped across the cockpit. Also, I didn't have to use a fixed cheek block to turn the line upwards from the boom to the tack reef point in the sail, as I have wooden gaff jaws already drilled with holes to take the securing lashings for the sail and there was sufficient room for the addition of another line through these holes. To secure the end of the line at the front of the boom I used a small horn cleat on the boom (wooden, to be unobtrusive. I made it myself), so that my complete single-line system was on the boom instead of being secured, at any point, to the mast. This allowed me not to use the tail cord that Len suggests. Problem 2 was sorted.

I had produced this first part of the system by adding only one turning block for the clew and one wooden horn cleat for fixing the END of the reefing line, so I was rather pleased at the simplicity of the conversion. I knew that once the tack and clew were secured the sail was effectively reefed, but the sail would not set efficiently until the reef points across the sail were pulled in and tied.

If this was not done, the fullness of the



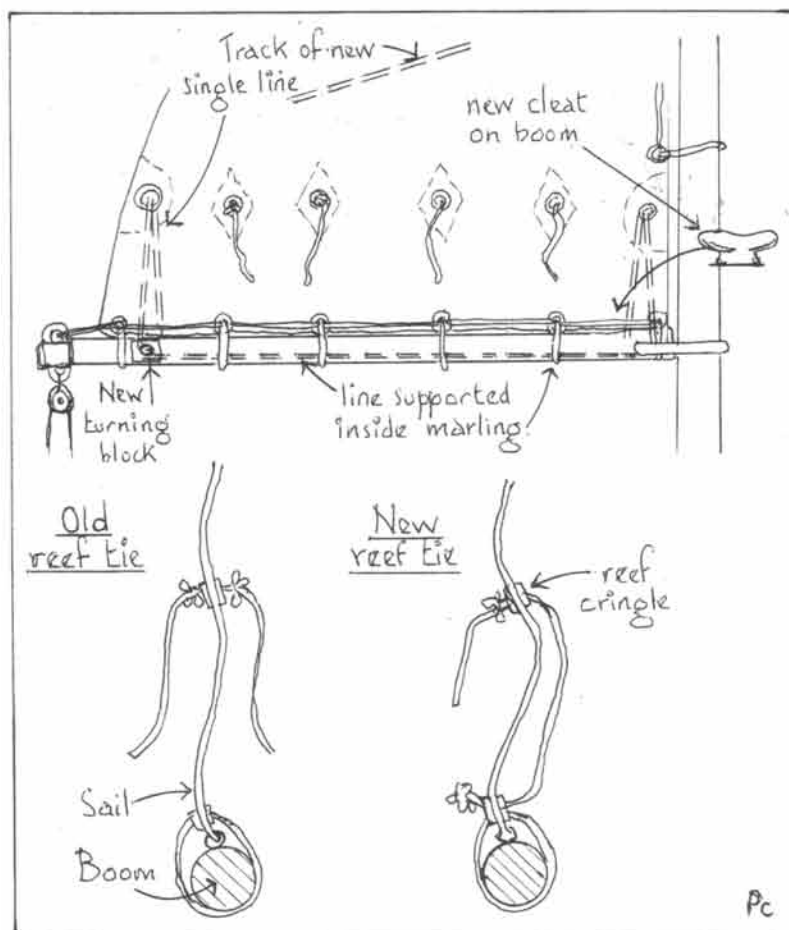
Paul's system

belly of the sail meant that it wasn't flat enough to sail properly in heavy wind.

Tying separate reef points always takes quite some time to do. It is possible to have a single line passing through them all, but it becomes miles long and is difficult to loosen when shaking the reef out. I considered the existing individual reefing ties. The problem was in finding the loose end of the tie underneath, on the opposite side of the sail and then tucking it through, under the bottom edge of the sail. This was time consuming. I had always been told not to tie these reefing pennants around the boom, but to make sure that they went under the bolt rope for tying. I'm not sure of the reasoning behind this and maybe somebody can remind me?

Looking at the hoisted sail I suddenly saw a solution to speed up the process.

The reefing ties through the sail had been put on by the sailmaker. They are the same length on either side of the sail and they stay in place because they have a knot tied in them on either side of the sail cloth. I noticed that their position across the sail happened to coincide with the cringles along the foot of the sail that held the line securing the sail to the boom with



Reefing ties

the marling. I untied a reefing pennant by taking out its knots. I tied a stopper knot right at one end and threaded it through the marling-crinkle at the foot of the sail immediately below its reefing-crinkle. I took it up the other side of the sail and threaded it back through the reefing cringle. I checked it was not tight enough to crease the sail cloth and tied another securing knot close to the cloth so that the pennant still had a loose end, long enough to tie the reef into the sail.

It sounds complicated to write, but this simple adjustment of the lengths of the two sides of the reefing pennant totally solved the problem of finding the loose end and passing it under the sail. Both ends are now passed through cringles and appear on the same side of the sail. One is dangling from the sail in the usual place; its opposite end is a knot appearing from the sail cringle close to the boom below it. Now I can find and tie all pennants in less than 30 seconds or do it at a convenient time whilst the sail is set, if I wish. I had solved problem 3 with the equipment that was already there. I'd just rearranged it.

The biggest problem had been saved until last. I wanted to avoid dropping the gaff right into the boat, untying the halliard, moving it up the gaff and retying it. This is a problem that has long occupied the minds of some of the best gunter-rig sailors, such as John Perry #104:06 and Howard Morgan #209:41. I'll digress slightly to say that John's total article is probably the best piece of cruising dinghy design analysis that can be found and I cannot recommend it too highly. Read it. It's on the DCA 50-year CD. Howard's much more recent contribution has the best annotated colour photographs of all the parts that I have mentioned. David Sumner #208:34 recently won the DCA's Peter's Pint trophy for his account of exactly how he addressed this

same reefing difficulty, amongst several other mods to his Mirror. I didn't refer to any of these pieces as I wanted to totally understand the difficulties and find an answer from first principles, so my solution evolved slightly differently due to my individual circumstances, but it has similarities with each, as we were all addressing the same questions. I had the original wooden spars for my boat and didn't want to drill new holes, or add new fittings to the middle of my gaff, especially as it is the ridge pole for my tent and when being so used, it goes into a snug-fitting bag with the mainsail attached. I also wished to avoid having to fit a second halliard to my mast (to lift the heel of the gaff).

These things take a 'Mastermind's worth' of thinking around all the different options and evaluating each one in detail, but in the end I sorted it out with one small cleat attached to the gaff jaws, two bits of rope with thimble-eyes spliced in one end, and the gaff basically untouched. This was my solution.

One fixed-eye rope (length about 1m. or 3ft) is lashed to the spar just above the reefed position wedge on the gaff with a rolling hitch. As it is a rope attachment, the spar is not damaged and it also allows the eye to have a universal hinging movement. It will be used to secure the halliard to the gaff in the reefed position.

This next section will sound complicated and needs to be checked against the diagram.

A longer reefing-hoist rope (about 4m or 12ft in my case, with the eye on its upper end.) passes through this fixed-rope eye. It has to be long enough for the top end with the loop to reach down to the lowest halliard attachment point on the gaff. Its tail end goes up and through the fixed-eye loop, then right down the gaff to secure to a cleat at the gaff jaws, so it can be reached by the crew from inside the boat. Once this reefing-hoist tail passes the normal halliard securing point on its way down the gaff, it can be led inside the gaff marling to



stop it from loosely flapping about until it reaches the cleat at the jaws.

Both of these ropes remain on the gaff at all times and are virtually invisible as they are well tucked away. In practice, under normal sail, they can be ignored and they are totally unobtrusive. They are just there for when they are needed.

Attaching the main halliard to the gaff by tying it does not change, except that it is first threaded through the eye of the reefing-hoist rope and it is then tied to the gaff in the normal place in a normal way, with its rolling hitch. The sail is hoisted and set normally. The main halliard is always tied in the same 'full sail' (lowest) position on the gaff and will not need to be moved during reefing.

To reef the hoisted main, loosen the main halliard, only a couple of feet. The gaff will fall away from the mast at the top. Take up tension by pulling on the Reefing-hoist line and secure it to its cleat on the gaff jaws. This pulls the gaff back in towards the mast at the top. The point where the halliard is now secured to the gaff is at the place where previously it was tied

in the reefed position. This takes about 15 seconds.

Reversing the process when shaking the reef out is even quicker as the weight of all the parts works to release the system. The hardest part is re-hoisting the main after readjusting the kicking strap. Total reefing time from sailing to sailing again (adjust halliard positions and pull in, then secure single line) is about 45 seconds, with reef pennants tied in it probably takes about a minute and a half? Practice could improve this. Having put this off for years and having suffered moments of deep discomfort and even fear as a result, I now wish that I tackled it sooner, because the answer turned out to be fairly straightforward, additional kit minimal, and final result, a relief.

I have the lines operating on the port side of the rig and so it is desirable to be on that tack when making adjustments, so that all fixing points are visible. I have to stand up when reaching up the gaff, but this is the penalty I pay for having the total system on the rig rather than on the mast. Marking the halliard with the two hoist positions speeds up the process. *PC*

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## Setting Up

Boats are built either right-side up or upside down, depending on the type of hull, and to some extent, the builder's preference. For small to medium-size plywood boats the upside down orientation is by far the easiest way to build. Fitting and fastening large sheets of plywood would be prohibitively troublesome any other way. For many lapstrake boats, it is best to build right-side up, and that normally requires setting up on a strongback rather than a ladder frame jig. Lapstrake boats derive much of their beauty and charm from the sweeping lines of the lapped planks, but the price of that eye-sweetness is painstaking, diligent sighting and adjusting of every plank line and that can only be done with the boat in the upright position. Aside from that, it's also much easier to install the fasteners with the boat right-side up.

For small light lapstrake boats, I use the ladder frame jig, but I developed a simple way to make it work in both the upside-down and the right-side up position. I use a standard ladder frame, but with longer than normal stringers. For lining planks I suspend the jig in the right-side up position. For fitting planks, driving fastenings, and various finish-

## Setting Up & Fairing

By Warren Jordan  
Jordan Wood Boats  
www.jordanwoodboats.com

ing jobs I rotate to the upside-down orientation, then for peening rivet heads it's back to right-side up. I support the jig on sawhorses of different heights depending on the particular job. This "rotisserie" method works so well I even use it for some of my small plywood boats.

Note: It can't be emphasized enough how important it is that all the skeleton members be erected in the same geometric relationship to one another as shown on the plans.

### The Jig

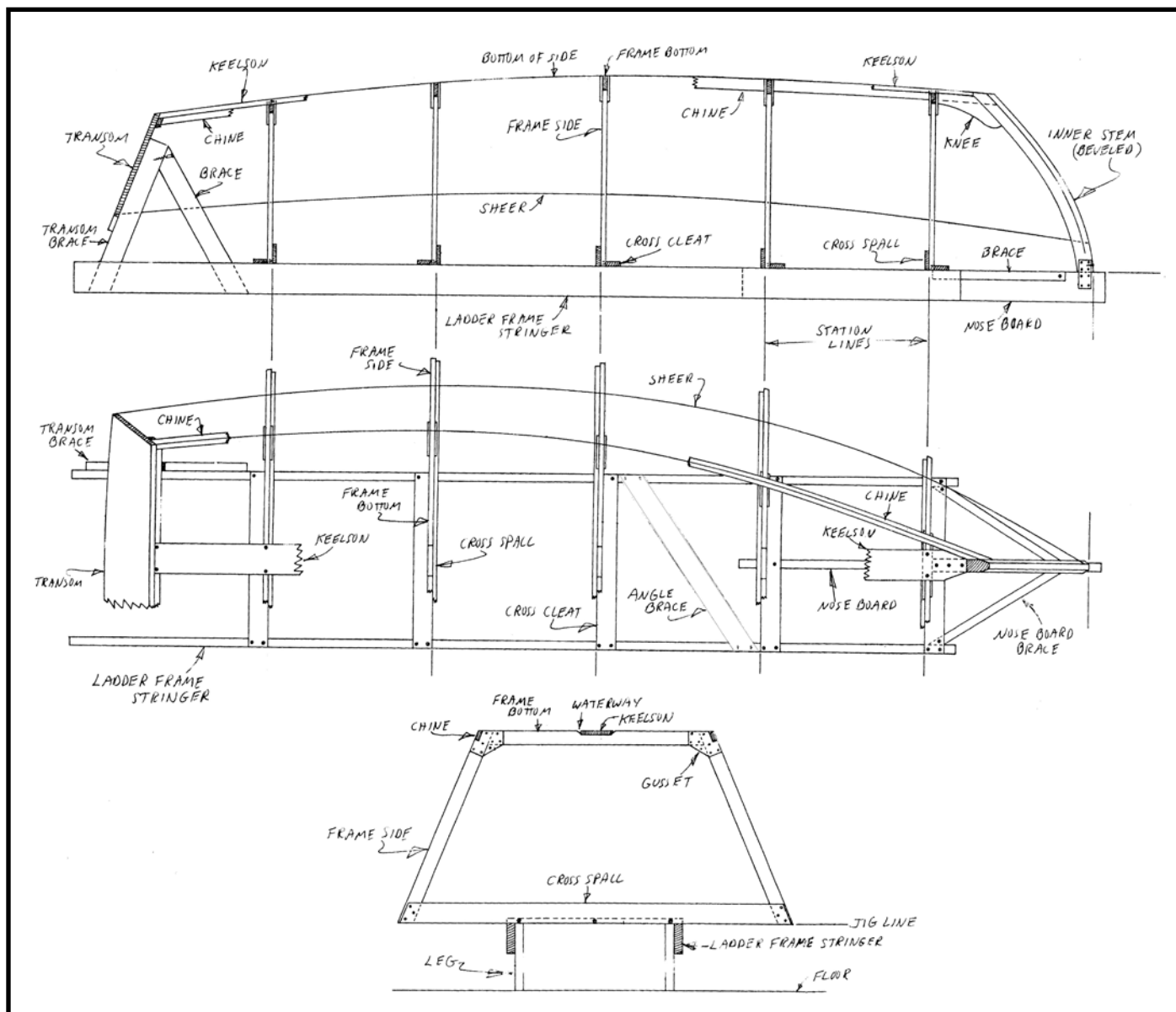
Start by assembling your ladder frame jig to the specifications required for your boat. Check that all cross cleats are attached in their correct positions, the nose board is installed for supporting the stem, and the transom bracing is attached at the correct position and angle. Set the jig up on sawhorses at a comfortable working height so that the stringers are perfectly parallel with

one another, and make sure they remain so throughout the entire building process. The jig top represents the setup level you established from your lofting or layout board. The cross spall on each of your frames or molds is attached at this position.

### Frames and Molds

In most cases, frames forward of amidships will be set up forward of station lines and those aft of amidships will be set up aft of station lines. This is because the frame constructed for a particular station has one side with dimensions exactly matching those of that station, while the other side must be smaller because of the sweep of the planking. The mid-ship frame can sometimes go either way, so check your plans.

With molds, the rule is the exact opposite. Molds forward of amidships will be set aft of station lines and molds aft of amidships will be set forward of station lines. This eliminates the need to bevel your molds to follow the hull curves. Since the cross spall is attached to one side of the mold or frame you will need to employ your powers of observation here to make sure the mold or frame (not the spall) is in the correct fore or aft position relative to the station line.



You will notice that the molds or frames are taller than the actual sides of the finished boat. That is because the designer has extended their tops to reach to a common jig or setup line. This provides a practical way to tie them to the building jig, yet preserve their exact relationship to one another to maintain the designed hull shape. The cross spall is attached to the molds or frames at this jig line.

Attach the frames or molds to the ladder frame cross cleats, exactly on centerline, with two or three screws through the spalls into the cross cleats. Make sure the frame spacing is exactly as shown on the plans, then align and temporarily brace the frames or molds in the vertical position. Since the vertical alignment is relative to the jig, which is not necessarily level, use a framing square for this, not a level or plumb bob. Check for fairness with a batten sprung around the skeleton. Look for smooth, fair lines, with no humps or hollows between the frames. If everything looks good, you can permanently brace all the frames or molds. For small boats, I first brace the mid-ships frame vertically and secure it with two angle braces screwed to the ladder frame stringers. Then I pull all the other frames into alignment and secure them with temporary battens that run fore and aft across all the bottom members. This holds the setup rigidly without having to erect a forest of bracing.

### Stem

The stem and stem knee are cut and assembled to the shape developed on the layout board, with the top of the stem extending to the jig line. If you are using the two-piece stem, the inner stem can be pre-beveled, at least so far as to remove the majority of the waste. The remainder can be dressed on the jig, with the benefit of using a fairing batten to gauge the exact bevel required. The plans will show how the stem is attached to the keel assembly, but it is usually with a knee. The top of the stem is secured to the nose board with screws or plywood pieces fixed to the sides. Make sure the forward edge is exactly in the position shown on the plans. The precise alignment of the stem is very important, and it must be securely braced to prevent sideways deflection when bending longitudinals and planking.

### Transom

The transom is set up on the jig by first clamping it to the ladder frame transom braces, then fine-tuning its position by checking and rechecking all measurements and angles. Its location, angle and height must be exactly as shown in the plans and it must be level from side to side. A final check with the fairing batten will likely find any misalignment. When satisfied, fasten it to the jig braces with screws through the transom framing. These holes can be filled before finishing. Now check to make sure the transom is oriented exactly 90° to the centerline of the boat by measuring the distance from a point on the centerline, as far forward as possible, to each corner of the transom. If those measurements are exactly the same, the transom is in proper alignment. The transom is sometimes attached to the keelson with a knee, or may merely be secured to the hull by longitudinals and the plywood planking.

### Longitudinals

Fair the frames after they are set up and solidly braced on the jig. This allows you to accurately gauge the correct bevels by

springing a fairing batten around the skeleton. Notch the frames for the longitudinal structural members after the frames are faired because it is easier to accurately gauge the angle of the notch when measuring from the faired frame surface. Be sure to notch into the frame just enough so the outside of the longitudinal is exactly flush with the outside face of the frame. The longitudinals are fastened to frames, transom framing and stem as indicated on the plans, usually with screws.

### Limbers

Notches called limbers, or waterways, need to be cut in the frame bottoms alongside the keelson and battens to allow water to flow to the lowest part of the boat for ease of pumping or bailing. In boats with no inside longitudinals, simply cut a semi-circular notch in the frame bottoms at the outboard ends, but clear of the chines.

Note: Don't forget this step; it is extremely hard to do after the boat is planked.

### Fitting Chines

In most boats with inside chines, the chines are notched into and attached to the frames before the sides are installed. In flat-bottom boats with a fairly uniform bottom/side angle, the chines can be pre-beveled before installation, but an accurately beveled chine is absolutely vital for achieving a strong watertight joint, so you will still need to do some final dressing on the jig. Use a short piece of chine stock as a gauge for cutting and fitting chine notches. The fine-tuning can be done with a chisel and rasp.

In some small plywood boats, pre-cut side panels are specified. In those cases, the sides are installed first then the chines are fitted and installed to match the curve of the sides. To help align the side panel, it is helpful to have the frame corner intact. Mark the chine outline on each frame but make only the "side cut." The frame corner is removed later with the "bottom cut" after the side is attached using the frame corner as a guide. Don't nail or glue in the chine cut-out area.

Fitting the chines in this type of construction requires a little more fuss, but here's a trick that takes all the guesswork out of the job: Make the chines a little longer than their finished length. Pre-beveling the bottom of the chine to match the side/bottom angle helps in positioning it along the side curve. Gauge and bevel each end to fit snugly against the inside of the transom and stem respectively. After both ends are fitted, you can determine the required finished length of the chine by bending it into position in the frame notches, keeping the outside corner exactly flush with the inside corner of the sides while butting one end to the transom. Let the other end run long for now. Clamp it in position and mark a line on the chine that is adjacent to a predetermined point on the side. Remove the clamps and bend the chine into the other end of the boat, this time butting it to the stem. Clamp it in position and mark a second line on the chine adjacent to that same point. The distance between these two lines is the length that must be cut off one end of the chine to achieve a perfect fit. Make this cut at the same bevel as the end.

### Setting Up Traditional Boats

Much of the setup described here for plywood boats also applies to traditional types but instead of frames there will be molds. The main difference is that the tradi-

tional boat may have a more complex backbone assembly including, perhaps, a three-piece stem, keel/keelson assembly, stern post, transom and knees, all tied together to form the backbone. All these parts are picked up from the lofting on your layout board, and some parts will be assembled atop the board to insure accuracy.

The stem assembly may call for a rabbet, and the details for this are also gotten from the layout board. You can pre-cut the entire rabbet at this time, but if you are not totally confident in the outcome you can mark the rabbet lines at the bench and do the cutting after the backbone is set up on the jig. I like to mark and rough cut the rabbets on the bench, leaving plenty of meat for final dressing and fine tuning on the jig, progressing one plank at a time to guarantee accuracy. The building molds and other hull members are attached in position on the keel and secured by braces anchored to overhead ceiling joists or stringers. The tops of these members are then locked in position on their station lines by battens running from stem to stern and fastened to the cross spalls.

### Fairing

Fairing is the trimming, beveling and shaping of all skeleton members to insure there are no bumps or hollow spots, so the planking lies in full, continuous contact with them. This step should not be rushed because it is vital to the water-tightness, strength, appearance and performance of the boat. Make sure the skeleton is solidly anchored and braced before beginning. Since you have already faired the frame bottom members in preparation for notching in the longitudinals, that leaves just the chines, keelson and frame sides.

For flat-bottom boats, and all but the forward portion of V-bottom plywood boats, you can gauge the amount of wood to remove from the chines and keelson at each frame by using a rasp to file a notch in those members that is the continuation of the straight line of the frame bottom. Do this at every frame, then plane between the notches in a smooth sweep, removing just enough wood so that a straight-edge laid across the bottom from side to side at any point touches all surfaces evenly. The idea is to use the straightedge to duplicate the planking as it lays on all surfaces, and remove any material that keeps the plank from laying perfectly flush with the skeleton.

In V-bottom plywood boats, the chine between the first frame and the stem is marked with a fair line joining the filed notch in the first frame and the center of the chine at the stem. The portion above this line will be faired to receive the bottom planking. For fairing this forward portion of a V-bottom, use a piece of plywood sprung between the keelson or stem, and chine (curved a little, just as the bottom will be there) to get a more accurate picture. Fairing in this area is a bit tricky so check with the plywood often as you plane.

The side members of the frames also require fairing and this is easily done by springing a batten around the frame sides to gauge the amount of material that needs to be removed. On some frames there may be a continuously changing bevel so use the fairing batten in several locations on the frame. A rolling bevel is then planed on those frames.

The same principle applies to fairing the transom and stem; just remember that you are using the fairing batten and straightedge to duplicate the lay of the planking.

"Righty tighty, lefty loosey" is a mnemonic used to remind people which way to turn a nut, screw, or bolt to tighten or loosen it. However, the reminder does not work on commode water tank levers, some propane/oxygen cylinders, and some pipe fittings. For some reason, the reverse is the case. I was reminded of this fact when repairing the lever inside a commode tank. It took a couple of attempts before I remembered to turn the nut that held the lever assembly "the other way" to tighten it. If you find that the mnemonic is not working on a project, try turning the connection the other way.

Outsourcing parts is making life more interesting for those of us who do a lot of common repairs on our vehicles and boats. I was installing a replacement alternator the other day and found that one bolt was American standard while the electrical connection was metric. I was used to metric on my Perkins diesel, but I did not expect to find such a combination on a vehicle part. Since I worked on my Perkins diesel now and then, I had a set of metric wrenches. It would have been doable (but interesting) to get to the fitting with a crescent wrench. As it was, I pulled out the metric wrenches and all was well.

One of the members of our yacht club who cruises has two alternators on the boat's engine. One is for maintaining the starting battery and the other maintains the house batteries. Each runs on its own belt. Separate charging systems means more wiring, but the arrangement does provide redundancy. One thing to remember is that some alternators do not "charge" a battery. Instead, they "maintain" the battery. Thus, if your boat has that type of alternator, you need to make sure the battery is fully charged before leaving the dock. I was not aware of the difference until I read the information that came with the new alternator.

We are removing an old fence and in the process I found the remains of a Prout Tornado hull. We lost the boat off the trailer at



## From the Lee Rail

By C. Henry Depew

about 50mph and wood does not bounce well on the pavement at that speed. What was of interest was some of the stainless steel screws in the remains that were in perfect shape while others were corroded. In some cases, the screws were next to each other connecting the fitting to the wood hull. I guess there were quality questions concerning stainless fastenings even 30 years ago.

When my wife and I married, I was building a one-person sailboard. Well, that was no longer suitable, so I sold it and went looking for a two-person boat. Along the way, we purchased a number of boats that needed repair and I repaired them. This approach taught me a great deal about various types of boat construction and allowed us to experience a number of different boat configurations. I found most of the boats through friends or ads in the paper. Today, if I was looking for something within my budget that I could rebuild, there are a number of web sites with a variety of listings of boats in various condition of disrepair. Simply use your web browser with the term "boat salvage" and you will get a listing of sites to explore.

A problem with re-building a boat is the electrical wiring, if the boat sank. In most cases, you can forget the inboard engine as probably little was done to protect it once the boat was retrieved. But, the wiring will need to be replaced as the multi-strand wire used in boat electronics is a wonderful wick and will "inhale" water quite nicely through any gap in the insulation (usually at a connection point).

I found this out while working on our sailboat that was hit by lightning and sank in the slip.

Once we got the boat out on dry land and everything inside had a chance to dry out, I could feel, and hear, the "crinkle" of the wire inside the insulated cover when I pressed or turned the wire. On our boat, all the wiring was reachable and no problem to replace. On many of today's boats the wiring is behind the interior trim and you have to disassemble those parts to get to the secured wiring bundles. On some boats, wiring removal is not possible, because the interior was mated to the exterior after the wiring was installed (also true of fuel lines) and you simply cannot get there. In those cases, the usual solution is to run new wiring and try to hide it as best you can.

I was interested in what type of soap to use with a pressure washer to clean my boat's hull and deck. I went looking for a biodegradable soap for a pressure washer with little luck. Among the sources I checked were a couple of marine vendors of soaps and a few DIY columns in some boating magazines to see if their product was designed for use with a pressure washer. Among the responses I received was one, "do not use a pressure washer to clean the deck" (question/answer was printed in the April issue of *BoatingWorld*, p. 28). The argument was that the force of the water from the pressure washer could remove the wax, degrade the finish, and force water into small openings that otherwise would dry. The logic escaped me since boats get covered with water all the time and a lot of us use a hose at standard house pressure. Further research found that the concern was the amount of pressure pushing the water. A low pressure washer might be suitable, while "blasting" the fiberglass could cause problems. It seems that another concern was the higher pressure water stream could remove caulking from around/under cleats and other deck fittings, which could result in later leaks at those places. The water could also be forced into exterior electrical connection points that were designed for "normal use". I think I will be using a medium pressure setting on my pressure washer and see what happens while checking for leaks after the next time it rains.

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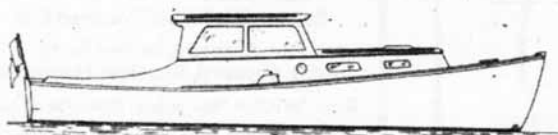
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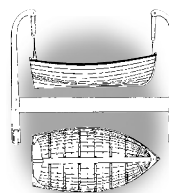
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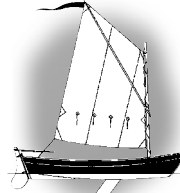
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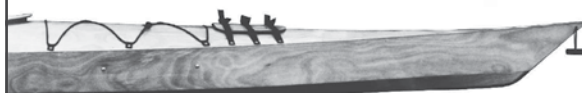
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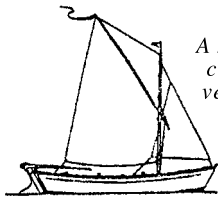
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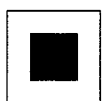
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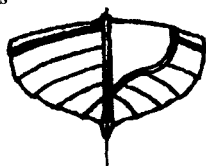
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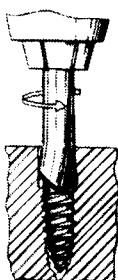
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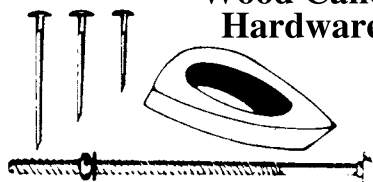
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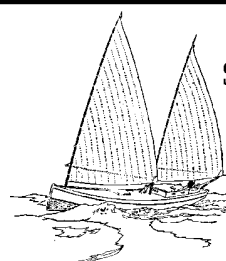


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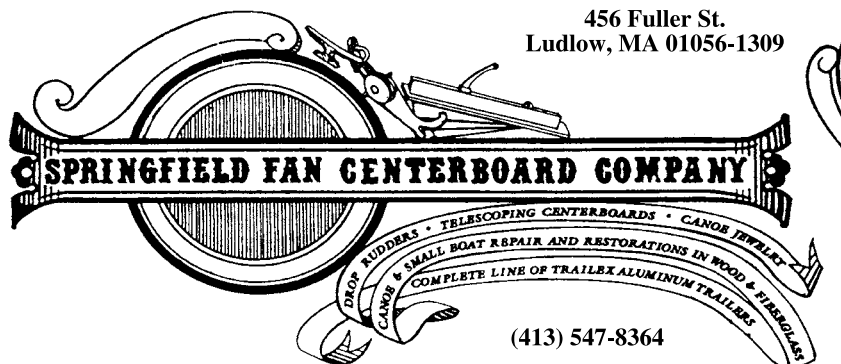
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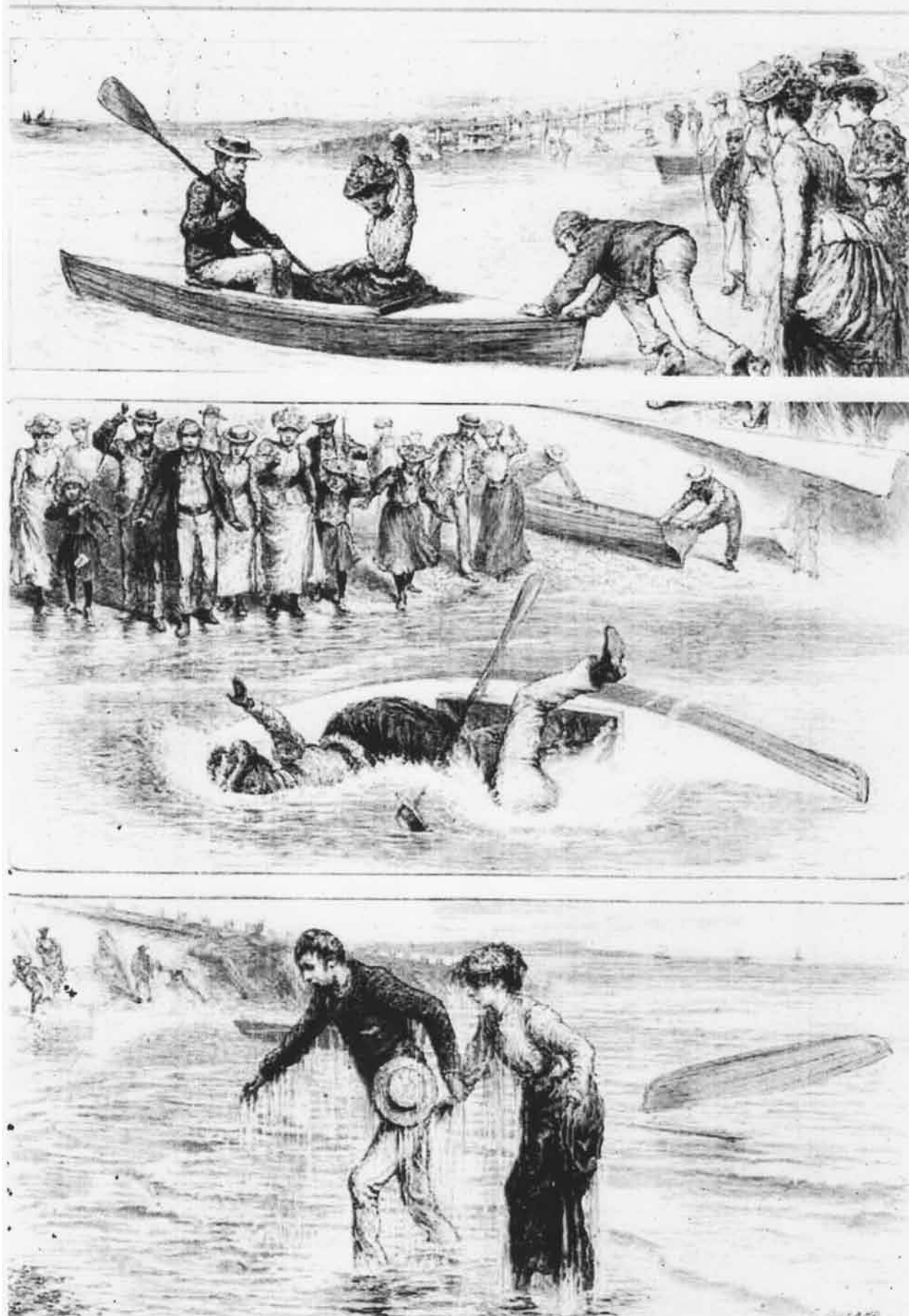
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